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BALTIMORE, OCTOBER 11, 1895.

THE development of Mexico will doubtless be assisted by the Mexican Herald, a new daily published at the City of Mexico under the editorship of Mr. F. R. Guernsey and the management of Mr. F. E. Young. It is replete with interesting news from the republic, and aims at a more intimate commercial and social intercourse between the two sister nations. The MANUFACTURERS' RECORD extends to the Herald heartiest wishes for its success in the broad field of work which it has chosen.

THE MANUFACTURERS' RECORD believes in the fullest discussion of all public questions, and hence it gives space today to a lengthy letter on "The Isthmian Canal," presenting some arguments on the subject not in accord with the general sentiment of the country. The MANUFACTURERS' RECORD believes in the Nicaraguan Canal as a business undertaking, and in its feasibility at a cost for construction far below its value to the world's commerce, and it believes that it should be constructed by the government and under government control. The points mentioned in the letter published in this issue may, however, be worth a careful investigation.

South Can Hold Its Cotton.

Messrs. S. Munn, Son & Co.'s market letter says:

The South is in a more independent position, as a rule, than for many years past. The large planter and the small farmer are not so led to market their cotton whether they wish to or not. They have raised larger food crops than usual. The Southern crop of corn is undoubtedly the largest on record, and the South has also raised an unusually large supply of meat. This makes that section less dependent on the factors than usual, while to go still further back, the crop itself was raised on an unusually economical basis. The factors did not advance as much money as customarily, and this is the reason, as is well known, why the use of fertilizers was so largely reduced. Not for years past has the South been in a better position to hold cotton if it chooses to do so.

And the MANUFACTURERS' RECORD wishes to state that there is no reason why the South cannot hold its cotton each year if its planters will only continue the same system of economy and debt reduction.

Some Trade Comparisons.

The report of business failures for the first nine months of 1895 as given by Dun's Commercial Agency brings out a very strong point in favor of the South. The total liabilities of all failures in that section for the period were \$19,294,348, against \$23,570,196 for the corresponding time in 1894, showing a decrease of \$4,285,848, or about 20 per cent. In the five central Western States—Ohio, Indiana, Michigan, Illinois and Wisconsin—the total liabilities for the last nine months were \$23,110,194, as compared with \$17,472,943 for the same period in 1894, showing an increase of \$5,637,251, or nearly 33 per cent. Thus, while the aggregate liabilities of Southern failures decreased over \$4,280,000, or 20 per cent., there was an increase in the Central West of \$5,600,000, or 33 per cent.

This remarkably favorable showing for the South is emphasized by the Commercial and Financial Chronicle's report of bank clearings for the week ended September 28, which exhibits the following clearings for week ended September 28, 1895, compared with same week 1894:

Middle Western States, increase...	3.2 per cent.
Pacific States, ... decrease ..	6.8 "
Other Western States, decrease...	2.3 "
Southern.....increase... 17.8 "	

Here is a total increase for the whole South of 17.8 per cent., against a decrease in a large part of the West, a decrease on the Pacific coast, and only a small increase in any part of the West. Such is the South's record of increase in the volume of business and of decrease in failures. These statistics but bear out the claims of the MANUFACTURERS' RECORD that the business interests of the South are on an unusually sound and solid basis, and that the people of that section are less in debt than for many years.

One Source of Southern Power.

Commenting on the fact that the South is the most purely American part of our country, the Jacksonville Times-Union says:

The South is purely American. The people of this section are the descendants of the men who made American independence an accomplished fact. Cut off the entire population of the seceding States there are only 320,000 persons of foreign birth, and nearly half of them live in Texas—a State that has been settled almost entirely since the war. Without Texas only 1/4 per cent of the people living in these States were born out of this country. Including Texas, the population would be 98 per cent of native parentage, against only 2 per cent. foreign, while over 20 per cent. of the population of the North is foreign.

It is natural, then, that the Southern people should be the most conservative of the Union. The South respects the Sabbath. It is slow to change, but in spite of its conservatism, just now it is leading the entire Union in development.

This fact, which has often been stated in the MANUFACTURERS' RECORD, is worthy of much thought. While all heartily welcome to this country the law-abiding, hard-working foreigners, who have done much for its develop-

ment, it is a lamentable fact that some parts of the West and North have been so overrun with the anarchistic element as to be undesirable as places of residence for Americans. This is one of the causes now in operation to draw to the South thousands of native Americans. The South extends a cordial invitation to the better classes of foreigners, but the predominating population of this whole section will ever continue Anglo Saxon, and all the power and strength of the Anglo Saxon race will find in the South its broadest and grandest field of development. This phase of the South's position in the business world, the influence of the Anglo-Saxon character back of all of its growth and advancement, is attracting the thoughtful attention of the ablest students of the day. Whatever there is of strength, of force, of conquering power, of ability to organize and control in the Anglo-Saxon race is going to reach its highest fulfillment in the Southern States, for nowhere else will the Anglo Saxon element have such a preponderating influence. The man who wants to measure the South's future must remember this fact, and then couple with it that no other equal area on earth has such a marvellous combination of natural resources and advantages for the creation of wealth and the support of a dense population.

Want to Unload on America.

A dispatch from Chicago says that J. F. Webner, a promoter of South African mining stocks, is in this country trying to float "Kaffirs" there and in New York. Mr. Webner is quoted as saying:

Anything which the United States hasn't it is very apt not to believe in. Hence the South African-American Investment & Mining Co. has moved very slowly and cautiously. There is so much fraud in certain of these African operations that a sound company has of necessity to work on the most conservative lines. The lower stocks are going to pieces, but the higher stock is bound to go still higher, as the output of gold is increasing rapidly. The South African magnates have for months been contemplating the floating of "Kaffirs" in this country. Within three months, it is safe to say, they will be floated in Chicago.

As the English have been unloading at an enormous rate on the French peasants, the wild craze in France for African gold stocks almost equalling that of Great Britain, they are probably now looking for new lambs to fleece, and so they want to come to the United States with their inflated stock schemes. The world has rarely seen a wilder stock-gambling speculation than Europe has been indulging in lately in African gold stocks, and sooner or later there must come the inevitable crash. The Argentine speculation, which resulted in floating over \$1,000,000,000 of Argentine securities in Europe, and the collapse of which carried down the Barings, was a tame affair compared with the African bubble. May the United States be saved from any touch of this craze!

Gold-Mining in the South.

The paper on gold mining in the Southern Appalachian States, read before the American Institute of Mining Engineers, in Atlanta, is the most exhaustive that has yet been prepared on the economic features of Southern gold-mining. Its authors are both men familiar with the matters they have written of, and for this reason their conclusions, which are given with an abstract of their paper in the letter from our Atlanta correspondent, are of particular interest and value. The present conditions of gold-mining in the South are well set forth. The authors state that while big bonanzas may not be expected, there are undoubtedly many properties where, with the improved processes in use today, operations can be carried on at a profit. There has been much foolish speculation in Southern gold properties in the past, owing to heavy investments in mines not sufficiently developed to show their true value. Of late there has been a noticeable increase in purchases of Southern gold properties, considerable Northern capital having been invested. The paper referred to is, therefore, most timely, and may, on the one hand, save some unprofitable transaction, and on the other, increase interest in profitable propositions.

Worthy of Imitation.

An illustration of the good work which is being done in Southern towns by trade organizations, and especially by the Young Men's Business Leagues, which are coming into existence in nearly every Southern city, is found in the case of Meridian, Miss. Mr. Charles Robinson, of that city, in a letter to the MANUFACTURER'S RECORD, tells what is being done by its Young Men's Business League. He says:

By the stimulating effort of the Young Men's Business League, the Meridian Cotton Mills have been organized and \$65,000 has been subscribed to its capital. It is the purpose of this enterprise to begin the erection of a cotton mill immediately. About \$115,000 will be invested. The site has been donated by our real estate people.

One of the objects of this league is to draw to our city people from the territory tributary to us, who desire to educate their children and to afford them opportunities for mental and moral improvement not to be had in their respective localities. With this end in view the league has organized a lecture course for the ensuing six months and has fixed the price of admission at the nominal sum of twenty-five cents each giving during the season twelve entertainments. Contracts have been made with some of the leading lecturers of the United States, among them being such men as Dr. Lyman Abbott, ex-Senator Ingalls, Max O'Rell and others.

Our people are greatly encouraged because cotton is selling at from eight to nine cents per pound on our streets, which means that our farmers will make a handsome profit on their crop, as they have universally raised more corn, meat, potatoes and ribbon-cane molasses and other necessities of life than they can consume at home. We have had this year an immense peach crop, which has brought to our city a very considerable sum of money. The advance in lumber prices has put in operation the 120-odd saw mills in the territory tributary to Meridian, and all of them are running on a profitable basis."

THE Isthmian CANAL.

Some Interesting Statements Regarding the Panama and the Nicaraguan Routes.

MILLS BUILDING,
NEW YORK CITY, September 30.
Editor Manufacturers' Record.

I am gratified at the receipt of a copy of the MANUFACTURERS' RECORD containing the patriotic and truly American letter of Hon. Chauncey F. Black bearing upon the question of the Nicaragua Canal and the Clayton-Bulwer treaty. So many things have been said about the "American canal," so much money has been usefully spent as well as squandered, and so much energy and promotive ability have been utilized to prove the value of the Nicaragua project, that I believe it about time to present to the American people the actual facts in the case, free from idle sentiment or personal interests, and based upon what time and research will prove to be irrefutable conditions.

Mr. Black's letter shows that not only has he ideas in advance of our timid diplomats, but that he is ably possessed of that aggressive spirit of statesmanship that must in the future form the basis of our foreign policy, and be one of the most potent factors by which our country must rise to greater aims and possibilities, whenever the lethargy of our present international relations shall be so changed that we can command and receive due respect abroad. No man whose ideas have placed him above the views of a narrow-minded provincialism or over-estimation of our country's power abroad can fail to see that the diplomatic and international relations of our government have no fixed policy, no defined attitude and no set purpose. It is thus that the sad reflection comes to us that we are neglecting one of the most powerful branches of our executive government—a branch that in all other civilized nations is the most important in times of peace. Closely associated, and in fact forming the most momentous in our international relations, is the one of an interoceanic canal on the American continent.

INTERNATIONAL BEARINGS.

The Clayton-Bulwer treaty is not a dead letter in the eyes of united Europe. It is as live and as sacred before the eyes of the diplomatic world as if every paragraph had been lived up to by England, and as valid as if it had only been signed yesterday. It is true that England has broken faith with us in Nicaragua and Venezuela, but before we can deny our obligation to England we must serve formal notice upon that government of our intentions. When we say "England," let us not forget that she is only the powerful mouthpiece of her European allies, and that the general interest of Spain, Germany, Italy, Austria and Portugal would surely make it reasonable to suppose that our rebuke to England would be considered common offense to all European countries except France and Russia. The Clayton-Bulwer treaty says:

"The governments of the United States and Great Britain hereby declare that neither the one nor the other will ever obtain or maintain for itself any exclusive control over the said ship canal, agreeing that neither will ever erect or maintain any fortifications commanding the same or in the vicinity thereof, or occupy, or fortify, or colonize, or assume or exercise any dominion over Nicaragua, Costa Rica, the Mosquito Coast or any part of Central America; nor will either make use of any protection which either affords or may afford, or any alliance which either has or may have, to or with any State or people for the purpose of erecting or maintaining any such fortifications, or of occupying, fortifying or colonizing Nicaragua, Costa Rica, the Mosquito Coast or any part of Central America, or of assuming or exer-

cising dominion over same; nor will the United States or Great Britain take advantage of any intimacy or use any alliance, connection or influence that either may possess with any State or government through whose territory the said canal may pass for the purpose of acquiring or holding, directly or indirectly, for the citizens or subjects of the one any rights or advantages in regard to commerce or navigation through the said canal which shall not be offered on the same terms to the citizens or subjects of the other."

This deals with Central America, yet in article 8 we find the language. "The governments of the United States and Great Britain having not only desired in entering into this convention to accomplish a particular object, but also to establish a principle (?), they hereby agree to extend their protection by treaty stipulations to any other practicable communication, whether by canal or railway, across the isthmus which connects North and South America, and especially to the interoceanic communications, should the same prove to be practical, whether by canal or railway, which are now projected to be established by the way of Tehuantepec or Panama."

The above, in my judgment, does not give Great Britain any right to any treaty of anterior date that the United States might have had in New Granada, nor especially to the treaty of 1846, because it was "by treaty stipulations," meaning future treaties. I cannot agree with Mr. Black that this treaty is a "dead letter," but I must concede with him that it must be abrogated, and that its nullification is absolutely necessary to maintain the independence of South and Central America. The treaty is a menace to free America and a recognition of royal European arrogance and pretensions. It is against democratic principles and a threat to republican institutions. It was conceived and ratified under misapprehensions, and is un-American and in opposition to the advanced political doctrines of the century and the Western Hemisphere. Yet it is our obligation, and as we are destined to shortly dictate the political geographical changes of this continent, we should not be slow to point out our policy to Europe.

Let us now turn our attention to what England has done to invalidate the Clayton-Bulwer treaty. Those who keep posted on international affairs remember that Colombia and Nicaragua were contestants for the Mosquito Coast, and England was called upon to arbitrate the question between the two claimants. While England was acting in the trusted capacity of arbitrator between the two contestants (Colombia unfortunately had a revolution on its hands), it established a mock Indian king under its own protection. The attempt to re-establish that "throne" is a memorable event, by which Great Britain took possession of Corinto and forced poor unprotected Nicaragua to pay an indemnity of \$75,000. I saw Prince Clarence in Kingston, Jamaica, last year trying to ride a bicycle in place of a Central American throne. England's action in the Mosquito question, unprincipled and unprecedented in the annals of diplomacy, places the unscrupulous hand of Great Britain upon territory too dangerously near the proposed Nicaragua Canal not to warrant more decided representations on the part of our government if that canal is ever to be built. It is true that England placed an Indian king over the territory and that English succession has been temporarily stayed, but the establishment of that so-called government was not done as an act of justice to either Nicaragua or Colombia, but in order that England might gain a servile slave who would at all times support its actions. It was a subterfuge by which it prevented the United States from entering a protest so loud and earnest that the world's family of nations would have

understood our position and respected it. This action, unworthy of a great nation, was a subterfuge intended to establish England's supremacy over at least one entrance of the much talked-of Nicaragua canal. The honorable way of deciding a question over which England was judge was in favor of one or the other contestant, not to create a dummy. If the Mosquito Coast had been decided Nicaraguan territory, then under the canal concessions it would have been practically in the hands of the United States. Again, if the decision had been in favor of Colombia, in the treaty of 1846 with New Granada we would still have had the protection. Did England, complying with the terms of the Clayton-Bulwer treaty, invite the United States to join in the protection of the Mosquito king? No; it studiously avoided any such proposition, and broke treaty faith. Why, after the Mosquito incident, did England take the half-breed Prince Clarence to Jamaica under its protection? Because it wanted that pretender well within its grasp, so as to use him and his claim should this government ever build the Nicaragua Canal. I am no alarmist, but the facts that I quote above point to one notable condition, and that is, that the utterances of the St. James Gazette were at least inspired by a person of no mean authority in England.

For years England has been protesting that her object in British Guiana is not to acquire new territory, yet, while the ink was still wet on the papers that contained these claims, her frontiers were being rapidly pushed toward the rich goldfields and the mouth of the Orinoco river. No one knows better than I, by intimate association, the value of the mines that are daily being robbed from Venezuela with British knowledge and support. While these usurpations progress England is fortifying the island of Jamaica with the most modern machines of war. Not satisfied with this, it is paying large subsidies to the Royal Mail Steamship Co., which runs to and from South and Central American ports and England via Jamaica. For these ships every advanced type of war appliances is stored in Jamaica, ready to equip them as warships. Too well do we remember how England acted toward the Suez Canal. Would the same thing happen to an American canal?

So far as the Nicaragua Canal is concerned, our entanglements with England are dangerous; but, on the other hand, let us see what our treaties with other countries would do if the Panama Canal should be built. The treaty of 1848 between the United States and New Granada reads:

"First—For the better understanding of the preceding articles, it is and has been stipulated between the high contracting parties that the citizens, vessels and merchandise of the United States shall enjoy in the ports of New Granada, including those of the part of the Granadian territory generally denominated Isthmus of Panama from its southernmost extremity until the boundary of Costa Rica, all the exemptions, privileges and immunities concerning commerce and navigation which are now or may hereafter be enjoyed by Granadian citizens, their vessels and merchandise; and that this equality of favors shall be made to extend to the passengers, correspondence and merchandise of the United States in their transit across the said territory from one sea to the other. The government of New Granada guarantees to the government of the United States that the right of way of transit across the Isthmus of Panama upon any modes of communication that now exist or that may be hereafter constructed shall be open and free to the government and citizens of the United States, and for the transportation of any articles of produce, manufactures or merchandise of lawful commerce belonging to the citizens of the United States; that no other tolls or charges shall be levied or

collected upon the citizens of the United States or their said merchandise thus passing over any road or canal that may be made by the government of New Granada, or by the authority of the same, than is under like circumstances levied upon and collected from the Granadian citizens; that any lawful produce, manufactures or merchandise belonging to citizens of the United States thus passing from one sea to the other, in either direction, for the purpose of exportation to any foreign country, shall not be liable to any import duties whatever; or having paid such duties, they shall be entitled to drawback upon their exportation; nor shall the citizens of the United States be liable to any duties, tolls or charges of any kind to which native citizens are not subjected for thus passing the said Isthmus. And, in order to secure to themselves the tranquil and constant enjoyment of these advantages, and as an especial compensation for the said advantages and for the favors they have acquired by the fourth, fifth and sixth articles of this treaty, the United States guarantee positively and efficaciously to New Granada, by the present stipulation, the perfect neutrality of the before-mentioned Isthmus, with the view that the free transit from the one to the other sea may not be interrupted or embarrassed in any future time while this treaty exists; and in consequence, the United States also guarantee in the same manner the rights of sovereignty and property which New Granada has and possesses over the said territory."

It will be readily seen from what I have quoted above that we have an absolute protectorate over the Isthmus of Panama and its railroad and canal—a protectorate that is undisputed, as has been shown by the landing of troops by Admiral Jouett in 1886, and the terms of the Panama Railroad concession, which, although owned in France, is, according to its franchise, bound to have an American board of directors and officers. Internationally, our continuous agitation of the Nicaragua Canal proposition, together with our breach of faith with Colombia during the misnamed "reciprocity period," which conflicted with the Bidlock-Mallards treaty, has done us more injury than we would like to believe. We have thus retarded the reorganization of the Panama Canal Co. and engendered a desire on the part of Colombia to abrogate the treaty, which today only is valid by the "one year notice" clause. Under the treaty the Panama Canal is practically American, no matter who builds it. Our protection of it is our right, regardless of the nation whose money opens the highway. Strange as it may seem, this is an aspect of the canal proposition which does not seem to be understood by the American people. The Panama Canal is an American canal pure and simple, and no promoters in this country are benefited by its construction, and our government is not asked to contribute millions to it.

THE ENGINEERING FEATURE.

Have we ever taken under earnest consideration the engineering features of the Nicaragua Canal? The three serious surveys that have been made for an isthmian canal were the Panama Canal, the Darien Canal and the Nicaragua route. We have been taught to look upon the Panama Canal as a fraud, and told that it cannot be built, yet we have taken Mr. Menocal's figures of the Nicaragua Canal in good faith, while condemning those of the French engineers. Nevertheless, we have Mr. Menocal's estimate of the Panama Canal made in 1875, and that gentleman placed the price at \$75,609 to 8. The same gentleman makes an estimate of the Nicaragua Canal in 1872, placing the price at \$65,722,147, and in 1885 he believed that the same work could be done for \$48,800,167. To all these estimates he ingeniously adds 25 per cent. "additions." Let me ask, if his estimates on the Panama Canal

fell so short, what is to lead us to believe that the estimates on the Nicaragua Canal are any more correct and reliable? Surely the work I have seen in Nicaragua is a discredit both to the engineering and executive ability of those in charge. It is useless for me to dwell upon the stupidity and blunders of the Panama Canal management, yet two thirds of the work is done, and less than \$80,000,000 will finish the great work, not only cutting the backbone of the Cordilleras at Culebra, but regulating the Chagres river course so it can be used.

The Nicaragua Canal, without reliable harbors within the possibility of construction, with three times the length of the Panama, with every conceivable obstacle to contend with, will cost, if the bills of the company are correct, \$183,500,000. The national commission just returned from Nicaragua will no doubt make an estimate some millions below my own figures, but they will not take into account many conditions that only a man who has lived a long time in South and Central America can fully understand. The money so far spent in the Nicaragua project is nothing more than money wasted. It might surprise many to know that, proportionately, the money squandered on this project is equal to that of the Panama Canal, and that the work done shows that there will be great difficulty in maintaining the canal when built.

Denials to the contrary, I will say that the proposition made by Baron von Humboldt for a waterway from the Atlantic to the Pacific via Atrato and canal or Canyon de Raspadura in Cauca, while a little longer than the Nicaraguan route, is perfectly practical, and, in fact, is being used by the Colombian Indians as an interoceanic waterway for small boats during the rainy season. Besides this, there are other lower gaps in the Western Cordilleras than those found by way of the Rio Truando by Selfridge. Both Napoleon Wyse and M. Reclus deny this, yet during my exploration in the regions of the Darien and Choco I discovered two low passes available for interoceanic canals—one connecting the Atrato and the Bay of San Meguel.

The great claim of the engineer, Mr. Menocal, now of the United States Navy, that the Rio San Juan is easier to control than the Chagres river, is a simple mathematical proposition. The rainfall of the territory drained by the Rio San Juan is about 20 per cent. less than the rainfall of the region traversed by the Chagres, but the territory drained by the San Juan is about six times as great as that drained by the Chagres, so that four times as much water is carried by the San Juan as by the Chagres. The conditions of the soil and climate being the same, it is natural to suppose that it will be with great difficulty that the San Juan can be controlled, to say nothing of the problem involved in the question of Colorado bar. The Colorado bar is, like most bars in Central and South America, of a shifting character that might move a mile in a week. This has been the case in the Gulf of Salgar and at the mouth of the Rio Magdalena and elsewhere.

The health of the section traversed by the Nicaragua and Panama canals is about the same, and the great cry that the Nicaragua Canal will be closer to New York than the Panama Canal is a fact so insignificant, when we look at the fact that we have to sail around Cuba, that it is not worthy of serious consideration.

As an investment, with the present condition of affairs and the natural lowering of freight rates, which is forced to follow if either canal should be built, on both the Panama and Tehuantepec railroads, it appears to me that a canal on the Isthmus, either in Colombia or Nicaragua, can never pay. As a strategic acquisition, what the world needs is a short canal through which

warships can pass in the shortest space of time.

If the statement I have made—that it will take less to finish the Panama Canal than to build the Nicaragua Canal—is true; if foreign money is to do the work, and our government is not asked to indorse a lot of bonds that can never pay interest on their merits; if the treaty with Colombia gives us an absolute protection over the canal when it is finished, and this is the shortest canal, and therefore the most available in case of war—then, I say, let the French go ahead with the great work, and let us not play the dog-in-the-manger act, by which we will never build a canal nor permit others to do so. The Nicaragua Canal, like the visionary Tehuantepec ship railway, has imposed upon the American people long enough; and even if the canal should ever be built, it would be a secondary waterway as compared to the Panama project.

In its over-reaching efforts to do good the American press sometimes becomes tyrannical by moulding public opinion in a direction that, while appearing good to the common interest of the country, promotes the welfare of individual schemers. The Nicaragua Canal question has thus been manipulated, and the American people today believe that this canal is essential to our happiness. Yet the facts in the case do not point out to us that we should be anxious about this particular canal. We want a canal—one that will give the greatest advantage and require the least disbursement from our people and government, and which we could take in case of war. The Panama Canal meets all of these requirements; and since the French are vigorously pushing the work of construction, we should look only to the maintenance of our treaty with Colombia, which will give us the continued protection of the Isthmus of Panama. An American short canal with French money appears to me to be a better proposition than a long, impractical Anglo-American canal with American money. The question of holding a canal is one not of money or ownership, but of military strength, and the sooner our people realize this and study the canal question as it really is, the sooner will this Nicaragua Canal farce die an unlamented death.

C. F. Z. CARACRISTI.

THE Clinton (Tenn.) Gazette in its issue of last Wednesday contains the following open letter to the MANUFACTURERS' RECORD: "Dear Manufacturers' Record—In your issue of September 27 you jump on to Colonel Boone with one foot and on the newspapers of East Tennessee with the other three. Now, you have done much for us of the South; you have been our friend in need and stood by us when none else dared; but you don't know East Tennessee, and we fear you don't quite realize what a rich, rare specimen Colonel Boone is. Come down and get acquainted with both and it will do you good. We don't mean to give up anything to the Colonel until his roads are built. If they are never built, we will have had stacks of fun, considerable advertising and some valuable experience, and are out of pocket nothing. Come down, dear MANUFACTURERS' RECORD, and we will give you the same show for your talk, and give you time to prove it in money before we condemn you."

Hico, Texas—Daniel Pingree, mayor: "We have a gradually growing little city of about 1600 population, which ten years ago had only about 500. No particular boom has ever struck us, but we have had a gradual growth, to keep up with the natural resources of the country. Last year we shipped from this point 17,000 bales of cotton. The lumber-yards are doing an immense trade, and not only the city, but the country exhibits proof of general prosperity."

TENNESSEE'S EXPOSITION.

Buildings and Grounds Already Planned—Dedication Exercises.

Although the Tennessee Centennial project has assumed practical form within a few weeks, the management has displayed so much vigor and energy that the date of dedicating the event has been fixed, the programme of exercises on that day arranged and the principal buildings and other features of the display decided upon. The exercises attending the dedication will take place at Nashville on the 8th inst. They will include a military and civic parade, four addresses by orators from different parts of the State, and the laying of the cornerstone of the Fine Arts Building by Mrs. John W. Thomas, wife of the president of the exposition.

It is understood that the city of Nashville will vote in favor of a \$100,000 appropriation for the event at the election to be held October 10. This will take the form of a subscription to the capital stock. With the city's subscription the promotion fund aggregates \$350,000, which insures success.

The general plan of the exposition is based upon an imaginary line drawn through the middle of the park, with the special Tennessee buildings and exhibits at the extremity nearest the city. Ascending a broad flight of white steps between balustrades surmounted by statuary, one will stand upon an esplanade, from the other side of which a bridge, built on the design of the Rialto at Venice, will arch over an arm of the larger lake. Beyond will stand the statue of Athene before the terrace and the Parthenon, which is to contain the fine arts display and to be an exact copy of the Greek Parthenon. Following the imaginary line westward through the domicile of the fine arts, two long, diverging rows of lofty, fluted columns will be found on the right and left, bordering an avenue leading to the entrance of the Commerce Building, where the useful arts will be exhibited. North of the Parthenon will be a lake of fifteen acres, across which will stand the Agricultural Building, with the Machinery Building on its right, the Transportation Building behind it and the Mineral Building and the Forestry Building on its left.

South of the Parthenon, beyond the military field and bicycle track, the Woman's Building and the Electricity Building, will be the Palace of Flowers. In the other direction, next to the Woman's Building, will stand the Children's Building, and between that site and the Building of Commerce the Administration Building has already been erected. Back of the site for the Woman's Building is a lake of considerable dimensions. This lake is surrounded by full-grown maples and weeping willows. At its lower end is a waterfall, and here an old-fashioned overshot water wheel will operate machinery to make souvenirs of the Centennial. A little further a rustic stone bridge will span the stream.

Four elaborate fountains have thus far been decided upon. Miss Yandell, the lady sculptor, of Louisville, Ky., has offered to design one, which will be made a special feature at a point between the Parthenon and the Commerce Building. The electric fountain will be operated in the middle of the large lake from beneath the surface of the water. Another fountain will play in the small lake, and the fourth will be located on a terrace near the Agricultural Building. Classic statuary will be placed all about the main buildings, and every feature of the already beautifully-graded West Side Park will be taken advantage of.

These improvements have been designed by Director-General Lewis and endorsed by the exposition management; they, however, represent only a portion of the features, as the people of the entire State will add to the display by exhibits and

other buildings. Enough has been accomplished thus far, however, to show that the event will attract general attention from its magnitude. The question as to whether an exposition of this size can be arranged within a year with the start already made has been carefully considered in the light of precedents, and the decision of authorities is that if the other cities and counties act promptly there will not be the slightest doubt but that on September 1, 1896, everything will be in readiness. As to Congress, a united effort will be made in December to have a complete government exhibit made, and there is every reason to believe that the decision will be favorable.

The occasion of the exposition is the one hundredth anniversary of Tennessee's birth as a State. Tennessee is the first State to honor the close of her first century with a great industrial fair, and that fact alone will fasten the attention upon her in her centennial year. And her people will see to it that the exposition is commensurate with the wealth of her inexhaustible mines, the fertility of her fields and the importance of her manufactures.

Atlanta Meeting of New England Cotton Manufacturers.

The Atlanta meeting of the New England Cotton Manufacturers' Association will be opened at the Auditorium of the Cotton States and International Exposition on Thursday, October 24, at 10 A. M. After addresses of welcome the following papers will be presented:

"The Present Development of the Northrop Loom"—Mr. George Otis Draper, Hopedale, Mass.

"Improvement of Cotton"—Mr. Edward Atkinson, Boston, Mass.

"Cotton and Yarn Calculation Simplified"—Mr. Arnold Schaefer, Warren, R. I.

"An Improved Method of Preparing Cotton Fibre for Market"—Mr. W. E. Anderson, Little Rock, Ark.

"Improvements in Cotton-Handling"—Mr. Charles H. Botsford, Waco, Texas.

"Baling and Compressing Cotton"—Mr. Jerome Hill, St. Louis, Mo.

"Growth and Advantages of Cotton Manufacturing in the South"—Mr. Richard H. Edmonds, Baltimore, Md.

"Cotton-Mill Building in the South"—Mr. W. B. Smith Whaley, Columbia, S. C.

"The Unmerchantable Method of Baling American Cotton"—Gen. Stephen M. Weld, Boston, Mass.

"Improvements in Baling and Transportation of Cotton"—Mr. Clarence F. Low, New Orleans, La.

"The Cultivation, Picking, Baling and Manufacturing of Cotton from a Southern Standpoint"—Mr. D. A. Tompkins, Charlotte, N. C.

"Some of the Disadvantages Experienced by the Manufacturer Through Poor Ginning and Baling of Cotton"—Mr. Edward W. Thomas, Lowell, Mass.

"The Relations of Employers to Employees"—Mr. Herbert E. Walmsley, Newark, N. J.

"Sea Island Cotton"—Mr. Elias L. Rivers, Charleston, S. C.

THE Wilmington (N. C.) Chamber of Commerce has elected Mr. James H. Chadbourne president; vice-presidents, Walker Taylor and W. E. Worth; secretary and treasurer, John L. Cantwell.

COL. W. M. PATTON has been appointed professor of civil engineering at the Virginia Agricultural and Mechanical College, of Blacksburg, Va. Professor Patton is an engineer of large experience, having been in charge of some of the most difficult work of recent years in bridge engineering, and is the author of two standard works, one on "Civil Engineering," and the other on "Foundations." He has been on the Chicago drainage canal recently.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department, on page 173.]

An Important Extension.

A dispatch from Alexandria, La., states that the people of that parish have voted in favor of taxing assessable property two and one-half mills on a dollar each year for ten years for the purpose of giving a bonus to the Kansas City, Pittsburg & Gulf Railway, in order that this company may extend its line to Alexandria. In a recent issue the MANUFACTURERS' RECORD called attention to the importance of this project. By building a connection from Shreveport, La., to Lake Charles, the Kansas City, Pittsburg & Gulf will reach the Kansas City, Watkins & Gulf, which is now operated between Lake Charles and Alexandria. As a result Alexandria will become, for the present at least, the Southern terminus of this system, which is now being completed between Kansas City and the Gulf. Its effect upon Lake Charles as a railroad centre will probably be very marked. Arrangements have already been made by the Kansas City, Pittsburg & Gulf to build to Shreveport, and the contract has been closed. It is understood that another contract will be made immediately between the authorities of Alexandria and the company for the same purpose.

A Prosperous Mexican Line.

The Monterey & Mexican Gulf, which is managed by a Southern man, is an example of how a capable manager, such as Mr. A. J. Robertson, can improve a property. At the time Mr. Robertson took charge the only available equipment was 347 freight cars and sixteen passenger and baggage cars, which were entirely inadequate. There was no cash on hand, the company had no credit of any kind and owed its employes for salaries the sum of \$101,600, besides owing large amounts to persons in Monterey and others in various towns in the State traversed by the road, and still larger amounts in other parts of Mexico and foreign countries.

The receiver put forth all his efforts, all of his personal credit and that of his friends to fulfill the mission with which he had been intrusted. Such elements having been speedily brought to bear, the conditions of the property changed at once. The last statement shows that during the first seven months of the present year, the gross earnings of the road were \$723,388 and the expenses \$490,782, making the net earnings \$232,605—over four times larger than the earnings of 1893. During Mr. Robertson's administration there have been invested in permanent improvements \$102,805; in the extension of the wharves at Tampico, \$20,590; in general warehouse, \$237,757; in locomotives, \$161,955; in freight cars, \$267,346; in improvements of other kinds, about \$162,000. The statement says that the property has increased \$2,000,000 in value during Mr. Robertson's administration.

The Monterey & Mexican Gulf penetrates one of the richest portions of the republic and has valuable terminals at Tampico harbor. Its future as an outlet for the mineral sections of Mexico to tidewater is very bright, and the security-holders will doubtless appreciate Mr. Robertson's efforts in bringing the line up to its present high standard.

The report of Mr. Robertson has been made to one of the Mexican federal judges. It is prepared as the result of a controversy which has arisen. The Belgian bondholders of the road have instituted proceedings in a court in the City of Mexico of equal authority with the one to which Mr. Robertson makes his statement, and the two authorities are, so to speak, at loggerheads. It is understood, however, that the Monte-

rey tribunal will have jurisdiction and will be given full authority to render a decision.

Annual Meeting.

At the annual meeting of the stockholders of the Piedmont & Cumberland Railway Co. and of the West Virginia Central & Pittsburg Railway Co. in Maryland, held at Baltimore, the directors elected were Messrs. Henry G. Davis, T. B. Davis, W. H. Gorman, Senator Stephen B. Elkins, G. C. Wilkins, C. M. Hendley, R. D. Barclay, of Philadelphia, and W. J. Read, of Cumberland. The same directors were elected for the West Virginia Central & Pittsburg Railway Co. in Maryland. The directors organized for each company by re-electing Henry G. Davis, president; Thomas B. Davis, vice-president, and C. M. Hendley, secretary.

Model Passenger Trains.

The Southern Pacific Co. is preparing to give a specially fast service this season between New Orleans and San Francisco. Its fast trains, the "Sunset Limited," will be in operation after October 31. The rolling stock for these trains will comprise three composite cars, eight sleepers, four combination compartment and parlor cars and two dining cars, said to be the most beautiful, most luxuriously furnished and most thoroughly and completely equipped cars for the comfort, pleasure and safety of travelers ever seen in this country. The composite cars provide bath-room, barber shop, buffet, reading-room, writing-room, and are known as "Premiere," "Sultan" and "Cavalier." The combination and combination compartment cars contain a parlor for ladies, with a ladies' maid in attendance. The "limited" trains will be vestibuled throughout, and in addition to the comfort of the patrons of these palatial cars, their safety has been carefully looked after. The latest and most improved safety appliances have been provided, diminishing greatly the risk from accidents of all kinds.

Southern's Tidewater Terminals.

President Samuel Spencer, of the Southern Railway Co., thus outlines the improvements in progress at the company's terminals at Norfolk and Portsmouth:

"The company has leased from the Norfolk & Carolina Railroad about 1200 feet of water-front at Pinner's Point, measured on the port warden's line, including the two warehouses and slips already in existence there. These warehouses are each 400 feet long by 120 feet wide. They will be doubled in length, making the two warehouses 120 feet wide and 800 feet long. The company will also build at once, south of the above warehouses, a wharf and warehouse 700 feet long by 200 feet wide, and will dredge a slip on the south side of this 120 feet wide, extending the full length of the dock, and another slip on the north side 170 feet wide and 800 feet long. There will also be a ferry slip and transfer bridge for putting cars on barges for delivery to connections or for the Norfolk terminus.

"The ground in the rear of these buildings and slips will be filled in, and the necessary tracks, yards and other appliances for the proper and prompt operation of the docks and warehouses be placed thereon.

"The warehouses will be of the most modern construction, with the best known appliances for loading and discharging ship cargoes alongside. About one-quarter of a mile back of the warehouses there will be a general storage and switching yard, with the necessary roundhouse, water tanks, etc., for a first-class railroad terminus. The improvements above described do not exhaust the port warden water front controlled by the company, and as business develops there will be ample space for additional improvements when needed."

THE CENTRAL'S REORGANIZATION.

Another Great System Being Added to the Southern.

The sale of the several properties comprised in the Central Railroad system of Georgia marks another era in the railroad history of the South. Next to the reorganization of the old Richmond & Danville and East Tennessee, Virginia & Georgia lines into the Southern through the medium of Messrs. Drexel, Morgan & Co., it will be, when completed, the most elaborate scheme of railway rehabilitation yet attempted beyond the Potomac river.

The several lines in the Central system aggregate 2272 miles, of which 251 are sidings, leaving 2022 miles of main line. Of the latter it claims that 356 miles are leased, including the Port Royal & Augusta, Port Royal & Western Carolina and Upson County Railway. The companies directly in the Central are the main line from Savannah to Atlanta, 295 miles; Milledgeville branch, seventeen miles; Montgomery & Eufaula, eighty miles; Savannah & Western, 622½ miles; Savannah & Atlantic, eighteen miles; Augusta & Savannah, fifty-three miles; Eatonton, twenty-one miles; Southwestern, 332 miles; Mobile & Girard, 122 miles, and Macon & Northern, 105 miles. The system enters Savannah, Macon, Augusta, Atlanta, Milledgeville, Americus, Albany, Columbus, in fact most of the principal towns in Georgia; Montgomery, Birmingham, Opelika and the eastern and central sections of Alabama. Through the Port Royal lines it commands the seaport business of Port Royal, S. C. Savannah, however, is its main seaboard terminal point, where it has extensive docks and yards in the suburbs and connects with the Plant and Duvall systems of roads for Florida. In connection with the railroad service, the Central operates the Ocean Steamship Line, from Savannah to New York, Boston and Philadelphia, comprising a fleet of seven large steamships, which have been carrying heavy cargoes of Southern products to the North from the Central's railroads. Owing to the number and location of its lines, the Central has practically had a monopoly of the freight and passenger business from Alabama and Georgia to the South Atlantic seaboard.

The fact that the Central would be reorganized was announced by the MANUFACTURERS' RECORD on authority as early as November 30, 1894, nearly a year ago. The plan was not carried out until the present time, owing to several changes which were made in the schedule of new securities to meet the demand of objecting creditors. The first practical suggestion for reorganizing the Central, and which has led to the Drexel-Morgan plan, came from Messrs. Wilson, Colston & Co., of Baltimore, in the shape of an estimate based on the actual earnings of the lines. This estimate, which was furnished the MANUFACTURERS' RECORD by Mr. F. M. Colston in January, 1894, and published at that time, showed that the annual earnings, all told, would exceed \$2,000,000, and that by scaling interest charges on all indebtedness down to a 5 per cent. basis, except \$294,000 interest on steamship bonds, this sum would be ample to meet all interest payments. The reports of earnings since that time have more than justified this calculation, and showed that the faith of Baltimore bankers in this property was well grounded.

The work of reorganization began by the sale of the Savannah & Western division of the Central to Messrs. Simon Borg, R. C. Martin and Edwin S. Hooley, the bondholders' committee, for \$1,500,000. This was followed by the sale of the Central Railroad main stem to Henry Crawford for \$2,000,000. The first sale was made at Birmingham, and the second at Savannah. These lines will be immediately placed in

the hands of the reorganization committee. Later the Mobile & Girard and Montgomery & Eufaula divisions, also the Savannah & Atlantic and Port Royal roads, will be sold. The only doubt of their future arises in the case of the Port Royal lines. The Central is known to hold a majority of the bonds in this case, but the sale may be contested. The other divisions will be operated as part of the reorganized system.

It is, perhaps, unnecessary to state that the Southern Railway Co. will control the Central, from the fact that it is a majority stockholder, and from the fact that its representatives have purchased enough of the securities to ensure a controlling interest. Consequently, when the reorganization is complete, the Southern Railway Co. will practically operate over 9000 miles of line.

Jumping on Colonel Boone.

The MANUFACTURERS' RECORD, in a red-hot article printed September 27, says that Colonel Boone, who is agitating the building of a railroad in Eastern Tennessee, couldn't build a mile of track if he wanted to, and that he will not be supported in his schemes by anyone who has a dollar of capital. The Nashville Banner, in commenting on the above, thinks that the article was inspired by the Southern Railway and other lines, which are opposed to the building of the Black Diamond.—Chattanooga News.

Colonel Boone is not in the city, and consequently could not be interviewed concerning the above publication; but one of the officials of his railway scheme said that the MANUFACTURERS' RECORD is sore because Boone wouldn't advertise with the paper, and that the Southern Railway and other lines that oppose the Black Diamond are responsible for the attack made in that paper.—Knoxville Sentinel.

If the statement credited to an official of the Boone scheme was made, then that official deliberately lied.

So far as regards the other statements, the MANUFACTURERS' RECORD neither knows nor cares whether this scheme is favored or opposed by any railroad company in the South. If any railroad company wants to keep out a rival line, it could not take a much better course than to encourage East Tennessee people to tie themselves up to the absurd propositions that are being made. The views of the MANUFACTURERS' RECORD are the views of its editor, without regard to what corporations they suit or do not suit.

Opinion of the Louisville & Nashville.

The recent report of the Louisville & Nashville Company has called forth an exhaustive opinion and analysis from the Daily Stockholder, of New York, which in the main reflects very favorably upon the manner in which the report is prepared.

"Changes which are indicated in Louisville & Nashville's report for the year to June 30, 1895," says the Stockholder, "are many and important. They may also be called favorable as to the operating results and highly commendable as to bookkeeping methods. The improvement in the latter is striking. It calls for comment, for favorable criticism, and quickens the desire that the spirit which has moved the Louisville & Nashville management would influence the governing bodies of other roads. Items which have hitherto beggared the reader of their reports have either been eliminated or assigned to their legitimate position, so that the company's true financial condition is revealed and not obscured.

"The outcome of all these changes in bookkeeping is that a clearance has been made of a lot of meaningless items, and a statement is presented which reflects conditions as they actually exist. Moreover, the construction account has been closed, and items which were charged thereto now come into the operating expenses under

the subheading of 'improvement account.' We have frequently felt called upon to criticise the way in which the old system capitalized many small outlays and some large ones, and see in the new order of things that recognition has been afforded the errors committed, and that causes for further adverse comment have been entirely removed."

Louisville & Nashville Improvements.

The annual report of the Louisville & Nashville Railroad shows that during the year 136 miles of track were relaid with heavy steel rails at a cost of about \$200,000, making a total of nearly 3000 miles of steel rails on the main system at the end of June, 1895, and leaving but 150 miles laid with iron rails. During the year \$50,000 was spent in the construction of sidings and \$56,000 for air-brakes and locomotives.

Merged with the Southern.

The Alabama Great Southern has passed under the control of the Southern Railway Co., and at the last meeting of the board of directors, held at Birmingham, the following officers were chosen: Samuel Spencer, president; W. H. Baldwin, Jr., second vice-president; W. W. Finley, third vice-president; J. F. Hill, secretary. The following appointments were made to take effect from date: W. A. Vaughan, general superintendent; J. M. Culp, traffic manager; C. H. Davis, comptroller, and H. H. Tatum, treasurer.

Copenhagen to New Orleans.

In addition to the steamship lines from Southern ports detailed in a recent article in the MANUFACTURERS' RECORD, a dispatch from London announces that another line is to be placed in operation. This is to ply between New Orleans and Copenhagen, Denmark. About a year ago efforts were made to have direct communication between Galveston and Copenhagen. Among those interested was the Danish vice-consul at Kansas City, Mo., who realized the possibilities of trade between the South and West and Europe. The new company is to be called the Copenhagen & New Orleans Steamship Co., and has a capital of 2,500,000 kroner in Danish money.

Newport News to Hamburg.

The establishment of another line of steamships to ply between Newport News so soon after the commencement of service by the Chesapeake & Ohio Steamship Co. is a significant indication of the rapidly-increasing foreign business which is finding its way to the Virginia seaport. The Hamburg-American Packet Co.'s vessels will be used on the last route to be arranged and will run direct to the Continent.

In a letter to the MANUFACTURERS' RECORD Mr. W. P. Walker, Jr., freight traffic manager of the Chesapeake & Ohio system, gives these reasons for the new line:

"Our arrangement for regular Hamburg service from Newport News is brought about by the conditions which compel something better than the irregular or tramp-steamship service that we have been using heretofore, although by this means we have worked up a very satisfactory volume of trade. We deem it to be sufficiently large to adequately support a regular line, and others have joined us in that belief; therefore, the company referred to will commence operations at once. The fact that the Chesapeake & Ohio will have its own independent road into Louisville by the first of the year will open up a cotton, lumber and tobacco district that is very valuable to this continental trade, and we are already securing a vast amount of freight from that territory. We will now be in better position than ever to give satisfactory results."

Railroad Notes.

MR. H. H. BEARD, general freight and

passenger agent of the Chester & Lenoir road, has resigned.

MR. ROBERT D. BERREY has been appointed assistant general freight agent of the Houston & Texas Central road.

MR. W. A. VAUGHN has been appointed division superintendent of the Southern system, with headquarters at Chattanooga, Tenn.

THE Queen & Crescent system has just completed a bridge over the Big Black river near Vicksburg, Miss., which cost \$50,000.

THE Southern Pacific Co. has just received thirty-five new refrigerator cars from the works of the Ensign Manufacturing Co., Huntington, W. Va.

PRESIDENT C. C. HARVEY, of the New Orleans & Northeastern and the Vicksburg, Shreveport & Pacific lines, has moved his offices to New Orleans.

GENERAL PASSENGER AGENT C. O. SCULL has appointed Charles M. Barnett to be Southern passenger agent of the Baltimore & Ohio Railroad, with headquarters at Tampico, Mexico.

A PAMPHLET entitled "Gun and Rod on the West Coast of Florida" has just been published by the passenger department of the Plant system. The book is conveniently arranged and beautifully illustrated.

IT is announced that a New York and Texas syndicate headed by Mr. Julius Runge, of Galveston, has secured a controlling interest in the Galveston City Railway Co. Mr. Runge has been elected president.

MR. ROBERT A. PARKE, formerly Southern passenger agent of the Pennsylvania Railroad, has been appointed general agent of the Seaboard Air Line. He will be located in Washington, and will have charge of the passenger and freight business of the line there, in Baltimore and the North.

MR. S. W. FORDYCE, receiver of the Stuttgart & Arkansas River road, has also been appointed receiver of the Pine Bluff & Eastern, in which the Stuttgart & Arkansas River Company is also interested. The Pine Bluff road is twenty miles long, extending from Rob Roy to English, Ark.

THE Gulf, Colorado & Santa Fe division of the Santa Fe system has completed a bridge over West bay at Galveston, which is one of the longest in this country. The bridge is over two miles long and contains a million feet of lumber, besides 3000 piles. The cost of construction was slightly over \$75,000.

THE electric locomotive in service on the Belt Line section of the Baltimore & Ohio Railway at Baltimore has been tested again by pulling two freight trains comprising forty-four loaded cars and three locomotives. The total weight was 1900 tons, and the test is reported to have been entirely successful.

THE Fayetteville (N. C.) Chamber of Commerce has adopted resolutions favoring the proposed extension of the Baltimore & Ohio to Roanoke, and connecting with the Cape Fear & Yadkin Valley system by means of the Roanoke & Southern. The resolutions have been sent to Receiver John Gill, of the Cape Fear & Yadkin Valley.

THE Central Railroad of Georgia has issued a book for the purpose of describing the country along its route. It is designed to show Western and Northern visitors to the Atlanta Exposition some of the attractions which the section traversed by the Central Railroad of Georgia offers to the homespun and investor. Mr. J. C. Haile, general passenger agent, and Mr. W. F. Shellman, traffic manager, deserve credit for originating the idea. In addition to general information, it contains much valuable information relative to crops raised, the manufacturing enterprises along the line, the business and other establishments in Georgia cities and towns.

FINANCIAL NEWS.

Louisiana Bonds at Par.

The financial condition of the State of Louisiana has improved so much as compared with former years that a recent sale of \$4000 in 4 per cent. State bonds was made at par. Commenting on this fact a New Orleans exchange says:

"When the present condition of State finances is contrasted with what it was something more than a decade ago, the difference is most startling. At that time it was with difficulty that the interest on the State debt was met, and State warrants for current expenses were at a discount. At present, not only does the State pay all its debts promptly and without discount, and meet the coupons on its bonds at maturity without difficulty, but it is rapidly retiring its bonded debt, holding out to its people in the not distant future the prospect, not of a diminished taxation, because the State tax is by no means high, but a much more liberal expenditure for the public service, and, consequently, more and better schools, stronger levees and more liberally-endowed public institutions."

New Corporations.

THE Home Building & Loan Co. has been organized to begin business at New Orleans.

A new bank has been organized for business at Eastman, Ga., with \$25,000 capital. C. H. Peacock is president, and S. Harris, vice-president.

The St. Louis Loan & Investment Co. and the Etna Loan & Savings Co., of the same city, have consolidated, with \$9,000,000 capital stock.

The Citizens' Bank of Jennings, La., has been formed with \$20,000 capital. E. M. Burke is president; D. D. Andrus, vice-president, and J. H. Hoffman, cashier.

The new bank at Laurens, S. C., has been organized with \$50,000 capital under the State laws. E. M. Caine is president; O. B. Simmons, vice-president; J. J. Phiss, cashier.

The South Atlantic Building and Loan Association has been formed at Waycross, Ga., with the following officers: Warren Latt, president; L. Johnson, vice-president; C. E. Murphy, secretary and treasurer.

The Bank of Butler, Ga., has been organized with \$20,000 capital and the following officers: R. G. Tomlin, president; T. H. Frierson, cashier, and A. J. Fountain, M. T. Chapman, O. M. Colbert, S. C. Monk and J. W. McCrary as a board of directors.

Articles of incorporation have been filed by the Atlantic Trust & Security Co., with a capital of \$100,000, at Norfolk, Va. The officers of the company are as follows: President, J. W. Perry; vice-president, M. Glennan; secretary, R. M. Wilkinson; treasurer, J. P. Williams.

Articles of incorporation have been filed by the Definite Contract Building & Loan Association of Norfolk, Va. The association will be a national one, and will have its principal office in Norfolk. Its capital is \$100,000, and the officers are: President, J. W. Perry; vice-president, M. Glennan, secretary, R. M. Wilkinson; treasurer, J. P. Williams.

New Securities.

The board of aldermen of Raleigh, N. C., has ordered an election January 14 to consider the issue of \$50,000 in street-improvement bonds.

The Chesapeake Electric & Water Co. has given to the Maryland Trust Co. of Baltimore a mortgage upon all its property to secure bonds amounting to \$60,000.

The Woodstock Iron Co., of Anniston, Ala., has decided to issue \$250,000 in bonds, covered by a mortgage on the company's property. J. D. Probst is president.

Interest and Dividends.

The National Marine Bank of Baltimore has declared a semi-annual dividend of 3 per cent.

The Building & Loan Association of San Saba, Texas, has declared a dividend of 7 per cent.

Financial Notes.

The stockholders of the Bank of North America at New Orleans have decided to reorganize as a national bank.

The City & Suburban Railway Co. of Baltimore, has listed \$1,000,000 additional of its securities on the Baltimore Stock Exchange, making \$4,000,000 in all.

The Germania Mutual Fire Insurance Co. of Charleston, S. C., has elected the following officers: E. H. Jahnz, president; E. I. Hesse, vice-president; A. A. Kroeg, secretary and treasurer, and E. B. Hollins, solicitor.

The Louisiana Bankers' Association held its annual meeting this year at New Orleans. Delegates were elected to the American Bankers' Association Convention to be held at Atlanta on the 15th, 16th and 17th insts., and the following officers chosen: President, W. J. Knox, Baton Rouge; vice-presidents, Jas. T. Hayden, New Orleans; C. H. Culbertson, New Orleans; E. E. Roby, Morgan City; E. B. Rand, Shreveport; A. B. Marks, Bastrop, and D. E. Reymond, Baton Rouge; treasurer, J. T. Skipper, of Opelousas; secretary, E. B. Rand, Shreveport.

Extensive Canal Improvement.

It is announced that Messrs. Alexander Brown & Sons, of Baltimore, have nearly completed the organization of a syndicate which will underwrite enough of what are known as the Dismal Swamp Canal bonds to insure their being placed on the market and command the attention of investors. The total issue is \$1,200,000, but Mr. Alexander Brown informs a representative of the MANUFACTURERS' RECORD that that amount will not be placed on sale. It is understood that the work of deepening and widening the Dismal Swamp Canal, for which these bonds are to be issued, will cost about \$750,000.

The new bank at Laurens, S. C., has been organized with \$50,000 capital under the State laws. E. M. Caine is president; O. B. Simmons, vice-president; J. J. Phiss, cashier.

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The business men of Martinsburg, W. Va., have determined to combine to promote the city's interests and have organized a board of trade with the following officers: President, Dr. M. F. Hamilton; first vice-president, Caleb Burt; second vice-president, J. Blackshire; third vice-president, J. H. Furbee; secretary, L. K. Marchand; corresponding secretary, W. P. Burt; treasurer, Marion Fetrick. The MANUFACTURERS' RECORD trusts that the board will succeed in its efforts to increase the business interests of the city.

The stockholders of the Cumberland Valley division of the Pennsylvania Railroad have elected the following directors: T. B. Kennedy, president; George B. Roberts, Philadelphia; Hon. John Stewart, John P. Green, Philadelphia; J. Herman Bosley, Carlisle; A. J. Cassatt, Philadelphia; Edw. B. Watts, Carlisle; M. C. Kennedy, Henry D. Welsh, Philadelphia; Spencer C. Gilbert, Harrisburg; John N. Hutchinson, Philadelphia.

[Oct. 11, 1895.]

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department, on pages 172.]

A New England View.

Some months ago the MANUFACTURERS' RECORD discussed the desirability of having Southern cotton-mill stocks listed on the New York and Boston exchanges. Discussing the same subject, and pointing out the strong points of advantage held by the South, the Boston Journal of Commerce lately said:

"We have before called attention in these columns to the importance of having the stocks of Southern cotton mills listed in Northern exchanges, and it is an injustice both to the mills and the holders of the stocks that the matter has been put off without any attention being given to it. There are many holders of these stocks in the North, and these investments are rapidly increasing, yet but few of our banking institutions have more than a very limited knowledge of their value. The mills in the South are organized on a sound basis and are being operated at a good profit, yet many investors of capital in the North give this form of investment but little if any attention, for they see no quotations of their stocks, consequently know nothing of their being in market or of their values. The facts are that there is no better field today for the investment of capital than is offered by cotton mills in the South. These mills, being located where the staple is raised, and where labor is cheap and abundant, are able to earn large profits, and do so, yet the people in the North cannot tell without consulting the officers of these mills what their dividends are, as our financial sheets fail to report them on account of their not being listed in our exchanges."

"The cotton mills in the South are under managements that can be depended upon as being fully up to that of our Northern mills for the class of goods that are made there. These facts, we believe, are not understood by our Northern capitalists, or more capital would be invested in that section. The Southern cotton mills (we speak of those of any size) are returning at the present time such profits to their stockholders that if they were located in New England would force their stock much above par; but these stocks can be bought at or nearly at par, yet there is but little demand for them among our investors, and there are millions of dollars invested in the North that are not yielding a profit of over 2½ or 3 per cent., that, if put into Southern mill stocks, would return 6 to 8 per cent. per annum. These things will not always be hid from the public. The time is not far distant when these investments will be sought after both in this country and Europe, and will be bought at a high premium. They not only have paid good dividends, but they are going to continue to do so, for they have certain natural advantages that our Northern mills have not, nor cannot have, and these advantages cannot be taken from them. We are in hopes to see this matter taken up and the stocks listed, so that the value of these stocks may be as well understood in Boston and other Northern cities as in the immediate vicinity where the mills are located."

A \$200,000 Mill.

The High Shoals water-power, near Woodruff, S. C., will probably be developed to operate a cotton mill which will be erected in the near future. The Tyger River Manufacturing Co. has been incorporated for this purpose by G. S. Coffin, of Enoree, S. C.; Wm. E. Huger, Henry A. M. Smith, H. H. Dellow and Joseph G. Whilden, of Charleston, S. C. There is a report that political action in the State may cause abandonment of this enterprise.

Textile Notes.

THE Newton Cotton Mills, Newton, N. C., has ordered 2500 new spindles.

THE Selma Cotton Mill Co., Selma, Ala., has selected site for its mill; expects to commence work in a few months.

THE Columbia Mills Co., Columbia, S. C., expects in the near future to increase to 40,000 spindles. It now has 18,000 spindles.

REPORT says that a Northern capitalist offers to invest \$50,000 in a cotton mill at Rock Hill, S. C., if the citizens will furnish \$25,000.

THE Laurens Cotton Mill, at Laurens, S. C., now being organized, has added \$50,000 to its original capital stock of \$200,000.

J. D. JENNINGS, of Elberton, Ga., is architect for the buildings of the new Pearl Cotton Mills at that town. Seine twine is to be manufactured and 3000 spindles will be put in.

MR. A. RANDALL, of Griffin, Ga., prepared the plans for the Monroe Cotton Mill buildings at Monroe, Ga., and work is now in progress on same. Five thousand spindles are to be put in; B. S. Walker, president.

MR. A. S. REINACH has purchased the Electric Knitting Mills in Petersburg, Va. The name will be changed to the Automatic Knitting Mills, and \$5000 expended on improvements; capacity to be seventy-five dozen pairs of socks daily.

THE Victor Manufacturing Co., of Greer Depot, S. C., is now at work on its \$50,000 mill, having commenced several weeks ago. Mr. H. S. Chadwick, of Charlotte, N. C., is architect for the buildings, and no machinery has been purchased yet.

MESSRS. LADSHAW & LADSHAW, mill engineers, Spartanburg, S. C., wire the MANUFACTURERS' RECORD that they are figuring on plans for a large cotton mill likely to be built at Newport News, Va. Mr. Carter M. Braxton, Newport News, is interested.

THE Harmony Grove Mills, Harmony Grove, Ga., is building an addition to its mill for cloth and slasher room. Additional machinery all purchased, and is sufficient to double the plant's capacity. In order to catch up with orders operations are continued day and night.

THE Proximity Manufacturing Co., of Greensboro, N. C., is pushing its building as rapidly as possible. The structure will be two stories high, 38x80 feet in size, and will be filled with a large equipment for spinning and weaving cotton goods. The building will be completed by December 1.

A Great Immigration Advertisement.

For the development and settlement of Texas the action taken this week (prohibiting prize-fighting) will, we believe, be worth more than any immigration commission ever organized, and it reflects the highest credit on both Governor Culberson and the Texas legislature.—Philadelphia Record.

Literary Notes.

THE current number of Meehan's Monthly is of special interest to lovers of plants. The colored frontispiece, Lyodium Palmatum, Snake Tongue Fern, is a work of art, and the articles which the number contains are timely and well written. Thomas Meehan & Sons, publishers, Germantown, Philadelphia, Pa.

"THE ATLANTA EXPOSITION," by the Hon. W. Y. Atkinson, governor of Georgia, forms the opening article of the October number of the North American Review. The Governor is very eloquent upon the subject of the great Cotton States and International Exposition, claiming for it a superiority to Chicago's World's Fair.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

NEW YORK, October 8.

The improved feature in the cotton-oil market noted in previous report has been strengthened by subsequent trade happenings, while the situation generally is gradually assuming a more pronounced aspect. Seed supplies are arriving slowly at the mills, planters evincing lack of interest in this branch of their business owing to the low obtainable prices—\$5 to \$6 per ton at the railroad stations. Current and prospective values of cottonseed products warrant the manufacturers in thus limiting their bids. The recent sharp advance in cotton will not tend to improve the situation with regard to the action of planters in the disposal of seed. The outlook indicates a restricted oil output for the season now entered upon, basing the prediction on the corrected estimate just issued with regard to the cotton crop. Crop conditions in the immediate location of leading oil-manufacturing centres, especially in Texas, are reported as being from 20 to 60 per cent. short, the total State output being estimated at 2,000,000 bales, although in the latter State the mills are making better headway than in other cotton-growing districts. Short seed supplies and advanced hog products conjointly would at this time very materially redound to the benefit of oil, but the prospect for the latter much desired event is unfortunately remote, primarily owing to the bountiful corn crop. The fears entertained by English manufacturers concerning the possibility of an abnormally curtailed Egyptian seed supply have proved unfounded, the contrary condition in all probability prevailing, largely owing to the energetic efforts of the cultivators in extirpating the insect pests, as well as to favoring atmospheric conditions. As a direct result of these circumstances English oil has declined; hence the slow demand from this source of supply. Rotterdam reports few arrivals and unimportant demand, Marseilles and Genoa receiving the major portion of recent exports. Light receipts form a feature of the market, holders exhibiting indifference to trading at current figures. Good off-grade yellow cannot be purchased under 27 cents, while sales of 250 barrels are reported at 27½ cents, together with 500 barrels at 27 cents, in part for export. Choice lots of prime summer yellow are held at 28 cents, while for November delivery there is none on offer below this figure. Sales aggregating 3000 barrels of prime summer yellow have been effected, chiefly for export, at 27½ cents, a few small lots of choice realizing 28 cents. Current prices are as follows: Prime crude, loose, at the mills, 17½ to 19 cents; barrelled crude, here, 23 to 24 cents; prime summer yellow, 27½ to 28 cents; off summer yellow, 27 to 27½ cents; butter oil, 29 to 30 cents; prime white summer oil, 30 to 32 cents, and soap stock, 1 1-16 to 1 1-8 cents per pound.

Cake and Meal.—Owing to the advance of Egyptian cottonseed in England, the market for American cake has been slightly improved. A slightly increased scale of prices obtains. At the Liverpool and London markets a better enquiry is experienced, though the prospect that these features may develop into an improved demand is by no means assuring. Importers and distributors in Great Britain are inconvenienced by the expected late arrivals of new cake, first or second week in November being the probable period, or several weeks later than first receipts of new cake in previous season. A new feature of the trade consists in several of the importing

houses reducing the hard cake to small pieces about the size of walnuts, a process which renders the material more marketable, while commanding a price equal to the prime soft variety of cake. Cake values at the chief shipping centres in the South are unchanged. Job lots at this market are quoted at \$19 to \$19.50 per ton; exports, 2000 bags cake and 4500 bags of meal to Hamburg.

Cottonseed-Oil Notes.

THE cottonseed-oil mill at Demopolis, Ala., is being overhauled throughout, and will be ready in a few days to commence operations.

THE directors of the new cottonseed-oil mill at Anderson, S. C., have secured a site near the Southern Railway, and the work of constructing the mill commenced on the 30th ult. The buildings are expected to be finished by the 1st of December.

THE Williamston Oil & Fertilizer Co., of Williamston, S. C., has a large force of hands employed in the erection of the oil mill and other buildings in connection therewith, and will be ready in a few days to put its machinery in full operation.

THE ginnery and other outhouses, together with several thousand dollars worth of machinery of the Bullock County Manufacturing Co., at Union Springs, Ala., were burned on the 4th inst. In the buildings were \$10,000 worth of hulls and 1000 tons of cottonseed, all of which were lost. The loss is estimated at \$25,000; insurance \$800. The oil mill proper and mealhouse were saved.

THE market at Houston, Texas, for cottonseed products is firm, with a fair inquiry. The following quotations were posted on the 5th inst. by the cottonseed-product department of the Houston Cotton Exchange and Board of Trade: Strictly prime crude oil, 18 to 18½ cents; prime crude oil, 18 cents; off crude oil, 15 to 17 cents; prime summer yellow oil, 20 to 21 cents; prime cottonseed cake, \$10.50 to \$11.50, and prime cottonseed meal, \$10.50 to \$11.50 per short ton f. o. b. mill at interior points, according to location; cottonseed hulls, \$2.50 to \$3.50 per ton; linters, A, Houston delivery and classification, 3½ cents per pound.

H. L. ODORNE, president Florence Cotton Oil Mill Co., Florence, S. C., in a letter to the MANUFACTURERS' RECORD, says: "The cotton crop in this section is about 60 per cent. Owing to the low price of cottonseed oil and the low price of cottonseed, the mills in this section will be lucky if they use one-half of the seed they did last year. The seed is very inferior in quality, not having matured on account of dry weather. We have had no rain here now in forty-five days. The seed is yielding about six gallons less oil per ton this year than it did last. The farmers refuse to sell at present prices, and prefer using their seed for manure. The prospect in our section is for about a half crop of seed for the mills to work up, and less oil per ton than usual."

THE market in New Orleans for cottonseed products is quiet and steady, with values unchanged. The following are receivers' prices: Cottonseed, \$8 per ton of 2000 pounds net to the mills, no commission of any kind to be added; cottonseed meal jobbing at depot, \$14.50 to \$14.75 per short ton of 2000 pounds; for export per long ton of 2240 pounds f. o. b., \$16.50 to \$17 for current month; oilcake for export, \$16.50 to \$17 per long ton f. o. b.; crude cottonseed oil at wholesale or for shipment for September or October delivery, strictly prime crude in barrels per gallon, 20 to 20½ cents; loose per gallon, 17½ to 18 cents; refined cottonseed oil, prime in barrels per gallon, at wholesale or for shipment, 25 to 25½ cents; cottonseed hulls delivered per 100 pounds, according to location of mill,

15 to 20 cents; foot, 1½ to 2 cents; linters—A, 3½ to 3½ cents; B, 3½ to 3½ cents; C, 2½ to 2½ cents, according to style and staple.

REDUCE THE COTTON ACREAGE.

The Southern Press Takes Up the Manufacturers' Record's Warning to the Planters.

The MANUFACTURERS' RECORD reproduces articles from the Augusta Chronicle and San Antonio Express which show that the Southern press is emphasizing its warning to Southern farmers to continue the reduction of the cotton acreage by diversifying crops and making more food supplies at home. We hope that every paper in the South will keep up this agitation. We will then hear no more of five-cent cotton.

"Again the advice of the newspapers has proved wise, and though the farmers have for many years ridiculed 'those fellows who farm in the newspapers,' they are forced to admit that had they taken ten years ago the advice of the newspapers and raised at home all the provision crops that were needed, instead of buying from the West, the Southern farmer would have been more independent today. Circumstances of dire necessity forced our farmers to do what the newspapers have long been urging them to do, and the result proves the wisdom of the editorial advice.

"Now let the newspapers begin at once to advise the Southern farmer against being carried away by the improved price of cotton, and induced to spoil it all by returning next year to the all-cotton crop. A 10,000,000-bale crop this year would have continued five-cent cotton, and a 10,000,000 crop next year will return to it. Let discretion control the action of cotton planters. It is to a short crop they are due for better prices this year. Let them not kill the goose that laid the golden egg by making more cotton next year than the world needs."

A REDUCED ACREAGE.

"The year 1895 has witnessed a great change in the matter of cotton culture. The acreage has been largely reduced in every State of the South. The result is that the great staple commands a higher price. It has been observed that the aggregate of this year's crop will exceed in value that of last year. There has been a great saving in time and cost of production. Nor is that all. The areas heretofore devoted to cotton have been utilized for other products which had been imported from other localities. This, so far as it goes, has tended to make the agriculturist more independent, because if he makes himself self-sustaining, the money for the surplus crop is clear profit.

"If this course had been pursued ten or twenty years ago there would probably have been no such topic for writers as 'The Financial Situation.' The outlook is promising. The diversification of crops is the great factor in agricultural prosperity, and as the tiller of the soil is the 'bone and sinew of the land,' it follows that he is the foundation of all prosperity and all industry. As a member of the body politic, when he suffers the whole body suffers. Of course, there is a multiplication of interests in society, and they are interdependent. But above all others, the agriculturist holds the key to an approximate independent individualization.

"The making of cotton a surplus crop and the production of the necessities of life on the farm, for home consumption at least, is the true policy; it is the sword that will cut the Gordian knot with its voluminous folds of our myriad of woes."

THE Texas Immigration and Industrial Association will meet at Waco on the 15th inst. Addresses will be made and reports read on the immigration movement in the State.

PHOSPHATES.

Phosphate Markets.

OFFICE MANUFACTURERS' RECORD,
BALTIMORE, October 10.

The local market for phosphate rock is quiet, and values nominally steady. Manufacturers are purchasing more freely, and there has been considerable inquiry from out-of-town buyers. The number of charters closed in September and during the past ten days indicates a better volume of trade. In mining sections there is more activity than in September, and in South Carolina both land and river miners are working vigorously. Shipments during the current month, both domestic and foreign, are expected to improve. Prices continue very low, with little or no margin of profit. Crude phosphate rock delivered at mines is quoted \$2.75, hot-air-dried; Ashley river alongside vessel \$3.10 and city alongside vessel \$3.25; ground rock \$5 in bulk. Florida miners are still holding back the work of development at the mines, and are not anxious to increase their holdings while present prices rule. Values are wholly nominal—river pebble at 8 to 8½ cents per unit, and land pebble 8½ to 9 cents per unit. The only arrival reported in the local market during the week was the schooner Mary Lee Patton from Ashley river with 800 tons of phosphate rock. The following local charters are reported: Schooners Fannie Brown and Josephine, Charleston, S. C., to Richmond, Va.; schooners Mary Curtis and M. L. Bradshaw, Ashley river to Richmond; Annie Ketchum, Ashley river to Wilmington, Del., and Rillie S. Derby, Ashley river to Baltimore. The freight market in New York has ruled quiet for berth freights, and rates are unchanged. The following phosphate charters are reported: A British steamer, 1450 tons, from Coosaw to London, Hull or Tyne at 13/3, October 15 to November 16, chartered abroad; a British steamer, 826 tons, from Tampa to Belfast and Glasgow at 17/; October; a schooner, 380 tons, from Charleston to Havre de Grace, \$2.35 and discharged; a schooner, 413 tons, from Charleston to Wilmington, Del., at \$1.95; coal out from Philadelphia at 65 cents; a schooner, 371 tons, Ashley river to Wilmington, Del., at \$1.95, and a schooner, 680 tons, from Grand Coneatable Island to New York at \$2.

FERTILIZER INGREDIENTS.

There are no special features in the general market for ammoniates, and the volume of trade during the past week has been light, with little or no demand from any source. Eastern and Southern buyers are practically out of the market. There is a fair business doing in the West at \$14 to \$14 50 f. o. b. Chicago for 9 and 20 tankage, and \$1.60 to \$1.65 for blood. Nitrate of soda is firmer on the spot and quoted in New York at \$1.82½ to \$1.85 as to quantity. Other material is steady.

The following table represents the prices current at this date:

Sulphate of ammonia, gas.....	\$2 50	50	\$2 55
Sulphate of ammonia, bone.....	2 50	50	2 55
Nitrate of soda.....	1 77	50	1 80
Hoop meal.....	1 80	50	1 80
Blood.....	1 85	50	1 90
Azotine (beef).....	1 75	50	1 80
Azotine (pork).....	1 80	50	1 80
Tankage (concentrated).....	1 70	50	1 75
Tankage (9 and 20).....	1 75	50	1 80
Tankage (7 and 30).....	17 00	50	17 50
Fish (dry).....	20 50	50	21 00
Fish (acid).....	15 00	50	15 50

CHARLESTON, S. C., October 7.

There is considerable improvement in the shipments of phosphate, both to the interior and coastwise points, and the month will likely be an active one. The movement of rock along the water-front is brisk, supplying the fleet in port loading. The charters for October's sailing are coming up lively, quite a number being in port at present. Inquiries from coastwise and interior points are quite numerous, indicating a much better feeling in the trade at these points, and sales are picking up

accordingly. The river companies are shipping freely to Europe, and are actively at work. The local manufacturers are buying to some extent, but in small lots. Prices are \$2.75 to \$3 for crude, \$3.50 for hot-air-dried, \$5 for ground rock. The water shipments for the week were: C. S. Davis, 830 tons rock for Philadelphia, Pa.; H. B. Hussey, 850 tons rock for Weymouth, Mass.; T. Vanderherchen, 580 tons rock for Wilmington, Del.; O. Ball, 580 tons rock for Wilmington, Del.; barkentine Ninevah, 800 tons acid phosphate for Norfolk, Va. In port loading are G. Johnson, T. W. Dunn, The Josephine, E. C. Knowles, D. P. Davis, A. C. Grace, Vanlear Black, David Baird, M. J. Lawrence. The shipments since September 1 were 6854 tons crude rock, against 5663 tons for same date last year.

Phosphate and Fertilizer Notes.

A CHARTER has been granted to the Cotton States Fertilizer Co., of Charleston, S. C., the object of which is to manufacture fertilizers. The incorporators of the company are Earle Sloan, R. M. Tupper and F. M. Young.

IT is stated that Mr. Archie McIver, of Ocala, Fla., has a contract to take out 1000 tons of phosphate rock for Mr. Alexander McIntyre at his Blue Springs mine. The rock is solid. Fifty-five men are at work and are taking out 100 tons a week.

MESSRS. J. M. LANG & CO. report the phosphate shipments from the port of Savannah for September 2275 tons, comprising the cargo of steamship Bendo for Rotterdam, shipped by B. Arentz & Co. The collector of customs at Savannah reports the clearance of the steamship Hazeldine last week by Strachan & Co. for Stettin with a cargo of phosphate rock consisting of 2900 tons, valued at \$29,000.

THE following shipments of phosphate rock were made through the port of Punta Gorda during the month of September: Schooner Mabel Hooper for New York with 876 tons; steamship Leonora for Plymouth, England, with 3000 tons, by Peace River Phosphate Manufacturing Co. Previously reported for 1895, 5090 tons domestic, 57,739 tons foreign, making a total to October 1 of 5966 tons domestic and 60,739 tons foreign.

THE phosphate shipments from the port of Charleston, S. C., for the week ending the 4th inst. are reported as follows: Schooner Charles S. Davis for Philadelphia with 830 tons; schooners Tillie Vanderherchen for Wilmington, Del., with 580 tons and Adele Ball with 580 tons, and barkentine Ninevah for Norfolk with 800 tons acid phosphate. The total shipments to domestic ports since September 1 amount to 6854 tons, against 5663 tons for the corresponding period last year.

THE labor troubles at Fernandina having been adjusted, everything around the docks and elevator is taking on its former activity, and work is progressing without interruption. The British steamship Osborne sailed on the 4th inst. with a cargo of 1600 tons of phosphate rock for Frederickstadt-on-Elder, Germany, via Savannah. On the 5th inst. the British steamship Nymphaea sailed for Stettin, Germany, with 2400 tons of phosphate rock, and the steamship City of Truro for the same port with 3600 tons.

THE following is a list of the phosphate shipments from Port Tampa, Fla., for the month of September: 12th, steamship Largo Bay for Hamburg with 2755 tons, by the Anglo-Continental Guano Works; 14th, steamship Oronsay for Hamburg with 1333 tons, by Florida Phosphate Co.; 15th, barkentine Eliza J. McManerny for Philadelphia with 991 tons of pebble; steamship Stuart Prince for Stettin with 1943 tons of rock, by Louis McLain; 18th, schooner Leander V. Deebe for Cartaret, N. J., with 1011 tons of pebble, by Palmetto Phosphate Co.; 19th,

bark Rebecca Crowell for New York with 803 tons of pebble, by the Bone Valley Phosphate Co.—making a total for the month of 8836 tons.

THE phosphate shipments for the month of September from the port of Fernandina, Fla., aggregated 17,487 tons, showing an increase over the corresponding month in 1893 of 9047 tons. The various shipments were distributed as follows: 5th, steamship Mab for Stettin, Germany, 2750 tons, by A. Neuman; 9th, steamship Lisancreive for Hamburg, Germany, 2300 tons, by French Phosphate Co.; 15th, steamship City of Newcastle for Stettin, Germany, 2587 tons, by Anglo-Continental Guano Works; 18th, steamship Glaryswith for Gothenburg and Stockholm, Sweden, 2450 tons, by the French Phosphate Co.; 23d, steamship Salopia for Hamburg, Germany, 2150 tons, by Anglo-Continental Guano Works; steamship Ely for Aberdeen, Scotland, 850 tons, by the French Phosphate Co.; 24th, steamship Victoria for Rotterdam, Holland, 2550 tons, by the Dunnellen Phosphate Co.; 28th, steamship Taff for Felixstone, England, 850 tons, by Thuellier & Clark; schooner St. Thomas for Boston with 1000 tons.

Moving South.

MR. W. G. Maxwell, president of the Roanoke Rapids Power Co., Roanoke Rapids, N. C., in a letter to the MANUFACTURERS' RECORD, says: "The Self-Threading Sewing Machine Co., of which Mr. Charles W. Weston, of New York, is president, and which has a paid-up capital of \$100,000, has removed a portion of its plant from New York and will locate it at Roanoke Rapids. This plant will be in operation within ten days, and will be prepared to do all kinds of first-class machinery construction and repairs, in addition to carrying on its own experimental work. Mr. F. H. Treacy, a mechanical expert of New York, will be superintendent."

A Hundred Years' Progress in a Day.

Legislatures have been convened to make special appropriations to meet deficiencies or for enactment of laws bearing on industrial or military issues, but Texas sets the precedent of a convocation of a legislature in special session for the sole purpose of prevention of a vicious manifestation of a depraved sentiment. The flag of Texas flies over the vanguard of the army of good morals today. The title of "the great State of Texas" is endowed with new and honorable significance. * * * The most pleasant reflection upon the legislation that has made an end of prize-fighting in Texas is that it was thoroughly in accord with the temper of the people. The news of the passage of the bill was welcomed by bonfires and by other demonstrations in all parts of the State. Texas has made a hundred years of progress in a day.—Chicago Inter-Ocean.

Busy Newport News.

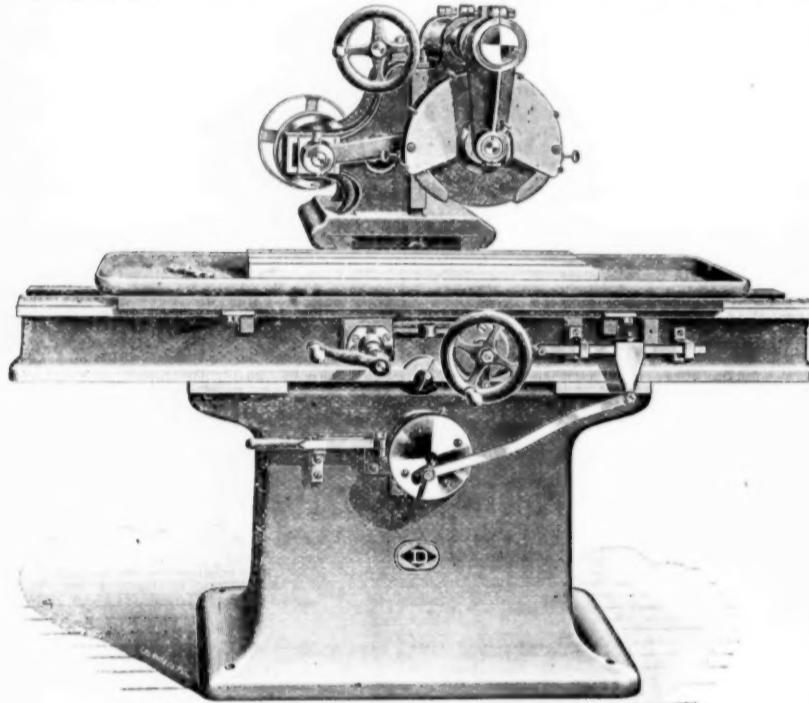
A dispatch from Newport News, Va., states that four vessels now in process of construction will be launched before January 1. The Nashville and Wilmington, two of the gunboats being built for the government, will be launched on October 19. In about six weeks after this the Helena, the other gunboat, will be ready to go overboard, and about the 1st of December the steamship now being built for the Plant system will be ready for the water. As soon as the Nashville and the Wilmington are immersed the keel for the ship to be built for the Cromwell Line will be laid. A large amount of the material for this vessel has already arrived, and the work will be pushed. The yard will also repair the British steamship Newborough, which was recently bought at auction by the Merritt Wrecking Co. These repairs, it is estimated, will cost \$25,000.

MECHANICAL.

Automatic Surface-Grinding Machine.

The machine illustrated is intended for grinding flat-metal surfaces, hard or soft, where great accuracy is required, and especially where the parts to be ground have been hardened, so that other methods of truing the faces are difficult.

This machine is made standard in a



AUTOMATIC SURFACE-GRINDING MACHINE.

As will be seen from the cut, the machine has a heavy base, supporting both the table and the wheel directly from the floor, thus insuring great rigidity to the machine.

The bed which supports the table has suitable mechanism to automatically carry the work back and forth under the wheel, or the automatic features may be disposed of at will, the table moved with a hand wheel, or run to one end of the bed and stopped entirely to change the work without stopping the emery wheel or other parts of the machine. Adjustable stops are provided to limit the stroke to any desired length, or the lever in front of the machine may be used to stop and start the table instantly at any point desired by the operator.

The machine will grind the surface of its own table, insuring accuracy of all work done upon it. The emery-wheel spindle, which is self-oiling, is large in proportion to the diameter of the wheel, and is provided with ample bearings in length and diameter. The outer bearings are of bronze, and are carried by overhanging arm with self-oiling boxes, provided to keep the oil from the work. The emery wheel is raised and lowered by hand wheel and worm gear to give proper setting to the cut to be taken, and is capable of very fine adjustment. Graduations on the hand wheel indicate the amount of this movement. The emery wheel has self-regulation cross feed in both directions, with adjustments to secure as much or as little feed as desired. The feed is arranged to shift at one end or at both ends of the table, thereby economizing greatly in time. A guard is put on and around the table so that water may be used if desired. An automatic pump is furnished when ordered. Water and the pans connected with the same are inclosed inside the column.

The machine shown will grind the surface of a piece of work forty-eight inches long, twelve inches wide and nine inches thick. It is provided with a double counter-shaft carrying a drum for driving the wheel. Stop cones give three speeds to the table. The dimensions of the machine are given below. Self-oiling boxes and dust protectors are used throughout. Its dimensions

are as follows: Emery wheel, 12x1½ inches; height of the table from the floor, thirty-four inches; diameter of spindle in bearings, three inches; diameter of spindle between flanges, two and a-half inches; length of spindle bearings, six inches; tight and loose pulleys on countershaft, 10x4½ inches; speed of countershaft, 350 revolutions per minute.

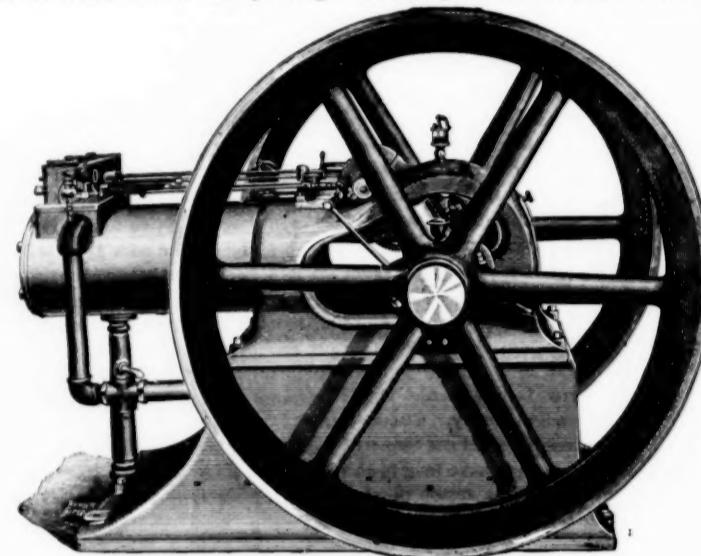
This machine is made standard in a

N. C. It is of a compact and very neat design. The dryer is guaranteed to dry 3000 pounds of dyed cotton stock in ten hours, and is thirty feet long, nine feet wide and seven feet high.

The cotton is fed into the machine at one end, and passes directly through one endless apron of wire cloth which passes around the drums at each end. As it passes through it is broken up and shaken up by two revolving drums with pins fixed in them, one being located at the feed and the other located about half way through.

New Gas and Gasoline Engine.

A new gas and gasoline engine has been brought out by the Dayton Gas Engine & Manufacturing Co., of Dayton, Ohio. The accompanying illustration shows this engine, which is claimed to be the latest and most improved engine on the market. High-grade construction is carried out in its every detail. It is built of the best material and workmanship, and it is claimed that it will do its work regularly and easily, running almost noiselessly. There has been



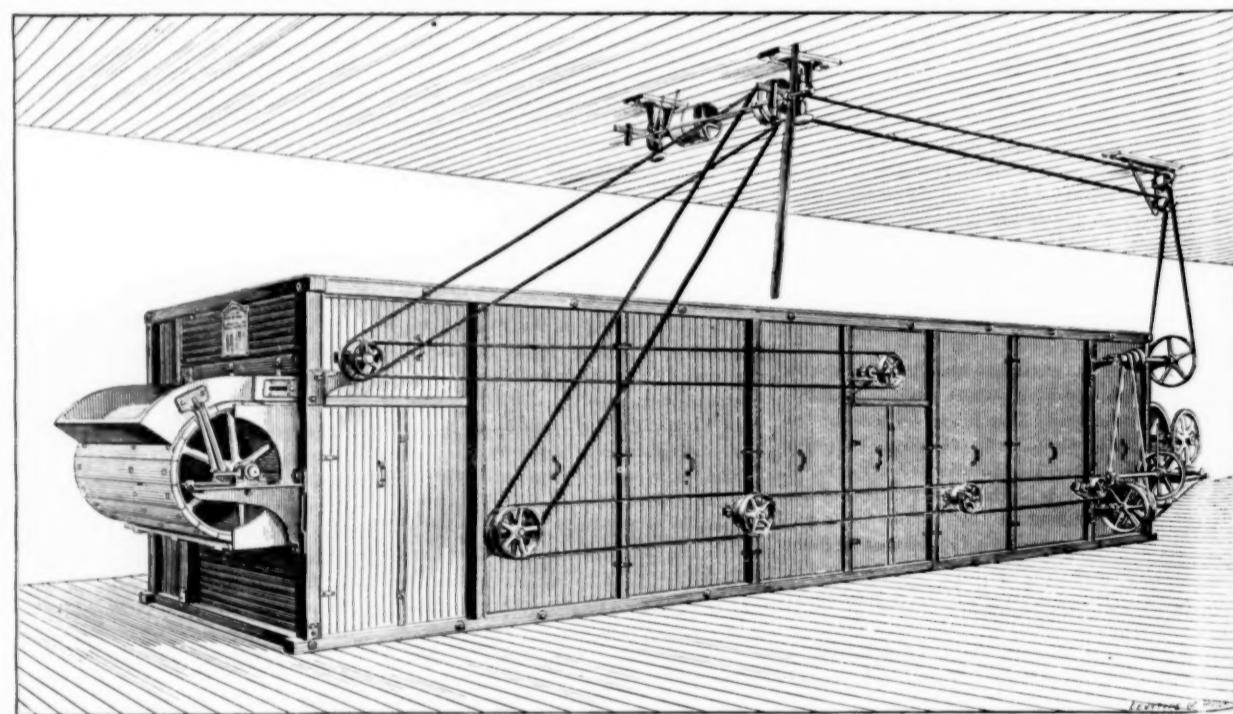
NEW GAS AND GASOLINE ENGINE.

The drying is accomplished by forcing hot air continuously through the pipes, which are located on one side, and then through the cotton, and recirculating it by means of fans. It requires about twenty minutes for the cotton to pass from wet to dry, or through the machine, and during this time it has been opened up and the sand and dirt largely removed by the action of the revolving pins and the blast of air.

The machine is built with special reference to ease of cleaning and simplicity of construction, so that it requires very little

more or less of an effort made to turn out an engine which can take an explosion regularly, governing the amount of explosive mixture rather than governing the number of explosions. This company announces that it can adapt a simple device to any of its engines which accomplishes satisfactorily this object.

The general outline of gas engines is about the same in every make. The difference lies in the adaptation of fundamental principles. Some engines are built with the working parts all on the side, worked by a lateral shaft; others cluster their



AUTOMATIC DRYER FOR DYED COTTON STOCK.

the subject for the proper machines for drying the cotton after being dyed also becomes important. This is a subject that has been greatly neglected by the cotton dyers, as illustrated by the old-fashioned table dyers most of them have in use, which not only do not dry well, but are an endless anxiety for fear of fire.

The cut shows a dryer lately built for the Odell Manufacturing Co., of Concord,

attention. The parts all move slowly, and the wear is reduced to the minimum.

The Bibb Manufacturing Co., of Macon, Ga., has one of these dryers, which has probably the largest capacity for drying cotton of any in the world, handling over 15,000 pounds in ten hours' run.

The Philadelphia Textile Machinery Co., Philadelphia, Pa., is the manufacturer of these dryers.

valves, springs and governor on the cylinder head. It may be of small import where these parts are located on the engine, but the Dayton engine claims for itself greater simplicity in handling its working parts, which are all located on top of the cylinder.

The valves are of the poppet type, and each valve is worked positively and directly from the cam shaft by means of a separate

stem with double bearings to keep them in perfect alignment.

This engine does not use a carburettor or vaporizer, but takes the gasoline directly from the tank, which is lower than the inlet to the engine. This is also done without the use of intricate pumps or other device which may complicate the working parts of the engine.

This engine has its crank shaft covered, as is shown in the print, thus protecting the surroundings from grease thrown off by the shaft, and also protects the engine from accumulating dust and dirt.

The mixture of air and gas is fully accomplished before they enter the cylinder, and the cylinder and explosion box are both water-jacketed, without having any packing whatever between the cylinder and the water chambers.

Should it ever become desirable to throw a belt on or off the main pulley, the speed of the engine can be reduced almost to a stopping point, the belt can be replaced and the engine speeded up again without stopping. This engine can be arranged to increase or diminish its speed at will while the engine is running, and will continue to run at that speed until another change is desired.

Either gas or gasoline can be used through the same apparatus, and, as is often done when exhibiting an engine, either kind of fuel is shut off and the other turned on while the engine is running. The fuel consumption is from sixteen to twenty feet of natural gas an hour per horse-power, or three-fifths of a pint of gasoline.

In testing these engines they are not bolted or in any other way fastened to the floor, a full load being suddenly thrown on and off without making any appreciable difference in the running of the engine, except in the variation of the number of explosions.

The engine is built for electric ignition, but can easily be changed to tube ignition whenever it is preferred.

The company takes pleasure in exhibiting this engine and proving that it equals all claims made.

Telephones for Interior Use.

Since the United States Telephone Construction Co. has had the M. & B. tele-



THE M. & B. TELEPHONE.

phone on the market it has gotten up a good many designs and instruments for interior use. The accompanying illustration shows one type known as style E, which is in use in the Manufacturers' Club, Philadelphia. This club recently acquired property adjoining its clubhouse, and fitted it up into parlors and bachelors' apartments. There are seventeen rooms, each of which is supplied with one of these style E M. & B. telephones. In the cashier's office downstairs there is a needle annunciator, manufactured by the Partrick & Carter Co., to which are added telephone connections and a fire-alarm system. In each of the style E telephones is placed a fire-alarm bell. The telephone measures 4½ x 6½, and is three and a-half inches deep. It is made of polished oak finished with a black rubber face and nickel trimmings. All the batteries of this system are in the basement, and so arranged that any of the rooms can communicate with the office, or intercommunication can be effected between any points desired. The annunciator is in the hallway by the cashier's desk, where there is always some one in attendance. The service given by this arrangement is extremely satisfactory, and combining as it does a fire-alarm system with the telephone system, makes it doubly valuable. In case fire should be discovered any employee can go to the annunciator, open a little door in front and pull out a plug, which releases the clock-work mechanism and starts the fire alarm-going. This rings all the bells throughout the house, so that the system insures both convenience and safety to the occupants of the club.

Iron Markets.

CINCINNATI, October 5.

There has been a decided lull during the past week, but it was not unexpected, and has caused no especial disappointment. The reports coming from all sections of the country generally agree that consumers are fairly well supplied for the remainder of this year. They are not carrying heavy stocks in their yards, but have placed their contracts for delivery during the next three months, and intend to wait for thirty days or longer before contracting for their requirements after January 1. There is undoubtedly a heavy increase in consumption, and although an occasional foundry reports little work ahead, most of them are well supplied with orders. The furnace companies that have been in operation for several months have enough contracts on their books to make them feel easy, and not anxious to sell. The few that have quite recently started wish to dispose of their current output, but offerings are comparatively light. The demoralizing feature of the situation is that speculators who purchased before the recent advances are offering warrants through a number of different brokers, thus giving the impression that there is a large quantity of iron to be sold at lower prices than the furnaces are asking.

The coke situation is rather interesting. The Pocahontas producers are receiving orders freely enough to make it unnecessary for them to compete among themselves and cut prices. The advance of 50 cents per ton in the Connellsville district gives Pocahontas a wider field, and were it not for the scarcity of cars in that section their output would very soon get back to the normal quantity. The lack of cars is being felt very seriously in all the coke regions, and great inconvenience is being experienced in consequence.

The Bessemer iron situation is still mixed. There seems to be no demand for spot delivery, and the buyers are willing to wait before placing their contracts for future wants.

In Lake Superior charcoal iron there is a steady movement at higher figures. The point has been reached where there seems

to be a limit to the supply and the holders are firmer.

The Watts furnace, at Middlesborough, Ky., recently started, is producing about 180 tons per day. It is using low phosphorus ore in its mixture, and the iron produced is much lower in that element than are the ordinary Southern brands. The Spathe furnace, at Florence, Ala., has been compelled to blow out for repairs. The Belfont furnace, at Ironton, Ohio, has experienced an unlooked-for delay in putting in its new lining, and will probably not resume until about November 10.

The railroad companies are endeavoring to get some benefit from the general improvement in trade. It has already been announced that the lines in the Central Traffic Association are to advance rates on October 15. The several roads interested in hauling pig iron from furnaces in Schuykill and Lehigh valleys have advanced their rates 20 per cent., effective October 15. They have given notice that the rates on iron from the South will be advanced 20 per cent. also, to take effect October 21. This applies on iron shipped through Norfolk, Shenandoah Junction and Hagerstown. It is hoped that the railroads will soon be justified in placing orders for cars and necessary equipments. If this is the result of their advancing freight rates, no one will complain.

We quote cash f. o. b. Cincinnati:

Southern coke No. 1 foundry.....	\$13.00@
South. coke No. 2 fdry. and No. 1 soft.....	12 75@
No. 1 soft.....	13 .00@
Lake Superior coke No. 1.....	14 50@ 15 50
Lake Superior coke No. 2.....	14 00@ 15 00
Hanging Rock charcoal No. 1.....	16 .00@ 17 00
Tennessee charcoal No. 1.....	14 00@ 14 50
Jackson county silvery No. 1.....	14 00@ 15 00
Southern coke, gray forge.....	12 50@
Southern coke, mottled.....	12 25@ 12 50
Standard Alabama car-wheel.....	15 75@ 16 25
Tennessee car-wheel.....	14 50@ 15 00
Lake Sup'r car-wheel and malleable.....	15 50@ 16 50

ST. LOUIS, October 5.

The advance in Connellsville coke, which went into effect October 1, will probably influence the iron market toward higher prices. It has been expected and is another evidence of improvement in the trade. The cost of pig iron to furnaces using this coke has been increased. The railroad-car supply still falls short of the demands of shippers. Buyers of pig iron see the necessity of carrying large stocks to provide against running entirely out of iron.

We quote cash f. o. b. St. Louis:

Southern coke No. 1.....	\$13.50@ \$13.75
Southern coke No. 2.....	13 25@ 13 50
Southern coke No. 3.....	13 .00@ 13 25
Southern gray forge.....	13 .00@ 13 25
Southern charcoal No. 1.....	14 50@ 15 00
Ohio softeners.....	16 .00@ 17 00
Lake Superior car-wheel.....	17 .00@ 17 50
Southern car-wheel.....	16 .50@ 17 00
Genuine Connellsville coke.....	5 25
West Virginia coke.....	5 00

CHICAGO, October 5.

There is more encouragement in prospect than in realization in the Chicago market. Consumers have but little faith in the advance in iron and steel, and, having their wants covered pretty well by contracts at spring and early summer prices, are very chary about placing new orders at figures now current. There is, therefore, little buying going on, except in small lots for immediate shipment. The talk about oversold furnaces and diminishing stocks makes no impression. The general thought of buyers is that there is a big increase in the production of iron, and that an unlimited quantity will be let loose if prices do not drop back.

The furnace people, on the other hand, have more orders than they can take care of, and have the grand confidence that when they need to fill up their order books buyers will be found for the metal. The bull points on to the general situation are strong beyond question. The whole of the great West is burdened with crops. If prices of wheat and corn are low, the fact remains that the crop will leave more money in the hands of the farmers than for many years past. If the movement of the crops is slow early in the fall and winter, it will be large later. If farmers prefer to feed corn rather than sell it at 15 or 20

cents a bushel, the railroads will handle the result later in secondary forms. After discounting all the unfavorable aspects of the situation, there is an overwhelming preponderance of opinion that the business in the great West in the next twelve months is practically made, and that it will be a great advance on recent years.

It is certain that foundries are busy in Chicago and the Northwest and taking plenty of new work. Though buying little, they are melting much. In view of the above, and of the well-known condition of blast furnaces in the West and South, there are not wanting those who predict a scramble for iron before winter is over.

The leading interest in iron and steel is reported to have taken very heavy orders for finished product in the past week, principally in the form of rails, billets and ship plates.

The newly-lighted Calumet furnace is running on foundry iron from Lake Superior ores, and expects soon to beat its best record of former years.

We quote for cash f. o. b. Chicago:

Lake Superior charcoal Nos. 1 to 6	\$14.50@ \$15.50
Ohio Scotch No. 1	15 50@ 16 50
Jackson county, Ohio, silvery No. 1	15 00@ 16 00
Alabama's Ivory No. 1	15 00@ 15 50
Spathe	14 50@ 15 00
Southern coke No. 1	13 75@ 14 00
" No. 2	13 50@ 13 75
" " No. 3	13 25@ 13 50

NEW YORK, October 5.

There are only three reasons why pig iron does not jump \$2 or \$3 higher, especially charcoal iron and Bessemer pig, viz: The currency question, which involves another bond issue; the large importation of tinplate or steel for making same, if our steel market advances much higher, and third, the unloading of foreign Bessemer at works located at tidewater points. The money question will take care of itself. The surplus of iron across the water is not large, and prices there are going to rule higher. The steel situation is stronger today than it was sixty days ago—the leading trade journal and pessimists to the contrary notwithstanding.

We quote for cash f. o. b. docks New York:

No. 1 X standard Southern.....	\$14.00@ \$14.25
No. 1 X choice Virginia, such as	
Shenandoah.....	14 00@ 14 25
No. 2 X Alabama or Virginia.....	13 50@ 13 75
No. 1 soft Alabama or Virginia.....	13 75@ 14 00
No. 1 X lake ore coke iron.....	16 25@ 16 50
No. 2 X lake ore coke iron.....	15 75@ 16 00
Lake Superior charcoal.....	17 00@ 17 25

PHILADELPHIA, October 5.

Connellsville foundry coke advanced to \$2 per net ton at ovens has caused some foundrymen to not only delay purchasing coke, but also to dilly-dally in regard to a further iron supply. The market has much latent strength, and there are elements at work that will bring back such a strong reaction in the seller's favor that the average buyer will wish that he had examined more closely the handwriting on the wall.

We quote for cash f. o. b. Philadelphia docks:

No. 1 X standard Alabama.....	\$14.00@ \$14.25
No. 2 X standard Alabama.....	13 75@ 14 00
No. 1 X standard Virginia.....	14 00@ 14 25
No. 2 X standard Virginia.....	13 50@ 13 75
No. 1 X Alabama or Virginia.....	13 75@ 14 00
No. 1 X lake ore iron.....	16 25@ 16 50
No. 2 X lake ore iron.....	15 75@ 16 00
Lake Superior charcoal.....	17 00@ 17 25
Standard Georgia charcoal.....	17 25@ 17 50

ROGERS, BROWN & CO.

THE latest edition of Messrs. Latham, Alexander & Co.'s work on cotton production, etc., which is considered a worldwide authority of its kind, is notable for a feature which has been prepared by a Baltimorean. Mr. R. H. Edmonds, editor of the MANUFACTURERS' RECORD, of this city, contributes an article on the growth of cotton manufacturing in the South, which gives facts and figures showing astonishingly good results. It is a high compliment to Mr. Edmonds's ability as a statistician, and as an authority on industrial interests in the South, that he has been requested to become one of the contributors to this book. Other writers are the Messrs. Ellison, of Liverpool, who are the great English authorities on the same subject—Baltimore World.

Oct. 11, 1895.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department, on pages 172.]

Lumber Directory.

Readers of the MANUFACTURERS' RECORD who may be in the market for lumber of any description are recommended to the directory of Southern lumber manufacturers and dealers which appears among the advertising pages.

LUMBER MARKET REVIEWS.**Baltimore.**

OFFICE MANUFACTURERS' RECORD,
BALTIMORE, October 10.

In nearly every avenue of the lumber industry the same quiet tone prevails as previously reported, and while there is a slight improvement in certain lines, the whole situation is by no means encouraging. There is no demand to speak of, and lumber in some instances is being offered at ruinous prices. It is true the majority of commission men and manufacturers are firm in their views, and prefer holding rather than make further concessions. Yardmen are not buying beyond what they require for immediate use, and in the building line the demand is light. Box factories have made some purchases during the week, and planing mills are also buying more freely. Receipts of air-dried yellow pine are less liberal, and present stocks are fully ample for the demand. In kiln-dried North Carolina pine prices are very steady, with some out-of-town demand. White pine is steady at quotations. Cypress is dull and easy. The hardwood market is unchanged, and while there is some inquiry from out-of-town buyers, nothing like an average trade is reported. The export business still continues light in the absence of better market reports from Europe.

The following list represents the prices current at this date:

[The quotations for yellow pine are for cargo lots, and for all hardwoods the figures indicate values for choice car lots.]

VIRGINIA AND NORTH CAROLINA PINE.

5-4x10 No. 2, kiln dried.....	\$16 00@ 18 00
5-4x12 No. 2, " "	17 50@ 18 50
4-4x10 No. 1, " "	16 50@ 17 50
4-4x12 No. 1, " "	17 00@ 17 50
4-4 narrow edge, No. 1, kiln dried.....	13 50@ 14 50
4-4 wide edge, " "	15 00@ 19 00
6-4x10 and 12, " "	23 00@ 24 00
4-4 No. 1 edge flooring, air dried.....	13 50@ 14 50
4-4 No. 2 edge flooring, " "	10 00@ 11 50
4-4 No. 1 12-inch stock, " "	14 50@ 15 50
4-4 No. 2 " "	13 00@ 13 00
4-4 edge box or rough wide.....	7 50@ 8 50
4-4 " " (ordin'y widths).....	7 00@ 7 50
4-4 " " (narrow).....	6 00@ 7 00
4-4 12-inch " "	10 00@ 11 00
2-4 narrow edge.....	6 00@ 7 00
2-4 wide.....	7 00@ 8 00
2-4 x10-inch.....	25 00@ 9 25
Small joists, 2-6-12, 14 and 16 long.....	8 50@ 9 50
Large joists, 3-16 long and up.....	9 00@ 10 00
Scantling, 2x3-16 and up.....	8 50@ 9 00

WHITE PINE.

1st and ad clear, 4-4, 5-4, 6-4 and 8-4.....	48 00@ 50 00
3d clear, 4-4, 5-4, 6-4 and 8-4.....	43 00@ 44 00
Good edge culls.....	14 00@ 15 00
Good stock.....	16 00@ 17 00

CYPRESS.

4-4x6, No. 1.....	20 00@ 21 00
4-4x6, No. 2.....	14 00@ 15 00
4-4x6, 16 feet, fencing.....	12 00@ 13 00
4-4x6, rough.....	9 00@ 9 50
4-4 rough edge.....	9 00@ 9 50
4-4 edge, No. 1.....	18 50@ 19 50
4-4 " " No. 2.....	12 00@ 13 00
Gulf, 4-4, Nos. 1 and 2.....	25 50@ 30 50
Gulf, 6-4, Nos. 1 and 2.....	31 50@ 32 50

HARDWOODS.

Walnut, 5-8, Nos. 1 and 2.....	65 00@ 75 00
4-4, Nos. 1 and 2.....	80 00@ 100 00
5-4, 6-4 and 8-4.....	85 00@ 95 00
Newell stuff, clear of heart.....	85 00@ 95 00
Culls.....	20 00@ 30 00

Oak.

Cabinet, white and red, Southern, plain-sawed and good, 1 and 2, 8 inches and up, 12 to 16 feet long, 4-4.....	29 00@ 33 00
Quartered white, Western, 1 and 2 quality, all figured, 6 inches and up wide, 4-4.....	53 00@ 55 50
Culls.....	10 00@ 15 00

Poplar.

Nos. 1 and 2, 5-8.....	24 50@ 25 50
" " 4-4.....	26 00@ 30 00
Nos. 1 and 2, 6 and 8-4.....	32 50@ 33 50
Culls.....	13 00@ 16 00

SHINGLES.

Cypress, No. 1 hearts, sawed, 6x30.....	7 25@ 7 75
No. 1 saps, sawed, 6x30.....	5 50@ 6 50
No. 1 hearts, shaved, 6x30.....	6 50@ 7 50
No. 1 saps, shaved, 6x30.....	5 25@ 5 50

LATHS.

White pine.....	2 70@ 2 75
Spruce.....	2 15@ 2 25
Cypress.....	2 15@ 2 25

Charleston.

[From our own Correspondent.]

CHARLESTON, S. C., October 7.

The month of September was fairly active here in nearly every department of

the lumber trade, and millmen are much encouraged by the general outlook, while they look forward to a good business during the current month. There has been a fair demand from Northern markets, but prices do not seem to advance as they should. The inquiry is mostly for the better grades of manufactured lumber, and prices are generally steady at quotations as follows: Merchantable, \$14 to \$16 for city-sawed, \$12 to \$14 for railroad; square and sound, \$9 to \$13 for railroad, \$8 to \$11 for raft; dock timber, \$4.50 to \$6.50; shipping, \$8.50 to \$10.50. Shingles are steady, with a fair demand, at \$5 to \$7. The business in crossties is of better volume, and there is a good demand from Northern sources for good merchantable ties. The local building trade is now quite active, and a number of residences and city improvements are being pushed forward to completion. A notable feature has been the wharf improvements during the past six months, and along the busy wharf-front the work of construction and repairs has been going on. At all saw-mill sections adjacent to the city there is a slight improvement in the volume of business, and orders are being filed regularly at list prices. The clearances of lumber during the past week were as follows: For New York, schooners Emma L. Cottingham with 373,634 feet and Florence Shay with 288,000 feet; steamer Algonquin with 359 crossties and other cargo; steamer Seminole with 643 crossties; steamer Yemassee with 170,000 feet of lumber and 1112 oak ties, and steamer Cherokee with 949 crossties and other cargo; the schooner Edwin A. Gaskill cleared for Elizabethport, N. J., with 320,000 feet of lumber. The total shipments of lumber from this port since September 1 amount to 6,443,903 feet coastwise and 432,000 feet foreign, making a grand total of 6,875,903 feet, against 4,217,000 feet for the corresponding month last year. Yellow-pine lumber freights continue active and firm at \$4.62 1/2 to \$5 to New York and sound ports.

Savannah.

[From our own Correspondent.]

SAVANNAH, GA., October 7.

The week under review has been quite active in most branches of the lumber business of the port and the prospects for a good fall and winter lumber trade are very encouraging. During the past month the demand has been regular and prices firm, but still showing a narrow margin of profit. Manufacturers are now well supplied with orders and mills throughout this section of the State are all fully engaged. The crosstie industry is showing a marked improvement, and there are several vessels chartered to load during the month.

Among the clearances during the past week were the following vessels: Schooner Maggie Cain for Philadelphia with 297,000 feet of pitch-pine lumber, and schooner J. E. Dubignon for Portland, Me., with 479,000 feet; the schooner Waltham for Boston with 435,000 feet, and the bark Mistletoe for Santos with 489,311 feet; the schooner Myra B. Weaver for Boston with 444,000 feet, and the schooner Willie R. Bohanon now loading for Baltimore. The New York steamers took out 268,000 feet of pitch-pine lumber, 100,000 shingles and 107 cedar logs; Baltimore steamers 54,384 feet of lumber, and Boston steamers 150,000 feet of lumber. Lumber freights continue nominally steady, with a fair offering of handy sized tonnage. The rates from this and nearby ports of Georgia are still quoted \$4.25 to \$5 for a range including Baltimore and Portland, Me. The charters reported in New York for the week are as follows: A schooner, 610 tons, Savannah to Boston, \$4.87 1/2; a schooner, 364 tons, St. Simon's to Norwich, \$4.87 1/2; a bark, 507 tons, from Brunswick to Rondout, N. Y., \$4.87 1/2; a schooner from New York to Brunswick with general cargo and back with lumber,

\$5.25 for the round; a schooner, 336 tons, from Savannah to New York, \$4.62 1/2, and a schooner, 471 tons, from Brunswick to Philadelphia, \$4.75. Steamer rates to New York and Philadelphia are quoted \$7 to Boston, \$8, and to Baltimore, \$5. The general lumber market at the close is firm, with a good inquiry and a fair supply at the following quotations: Ordinary sizes, \$11 to \$12; difficult sizes, \$13 to \$18; flooring boards, \$15 to \$22; shipstuffs, \$16.50 to \$20, and sawn ties, \$10.

Mobile.

[From our own Correspondent.]

MOBILE, ALA., October 7.

The movement in lumber and timber since the new commercial year opened has been fairly active, and the outlook in some respects more satisfactory. The export trade is looking up, and the latest advices report a better inquiry for sawn timber in the United Kingdom, while the demand for lumber from the West Indies and Central and South America is improving. Among the clearances during the past week were the steamships Ravensdale for Tampico with 89,781 feet of lumber, and the Condor for Bluefields with 40,852 feet. Since September 1 the shipments of lumber aggregate 2,492,501 feet, against 4,780,586 feet last year. The total shipments of hewn timber for the month were 208,103 cubic feet, against 760 feet for the same month last year. Of sawn timber 100,117 cubic feet were exported for the month, against 391,418 feet last year. Exports of other woods since September 1 are hewn oak, 1,441 cubic feet; whitewood, 808; gum, 5412; cypress, 108; creosoted lumber, 3870; crossties, 846, and shingles, 143,000. The cypress-shingle business has been in an unsettled state for some time past, and several meetings have been held recently for the purpose of uniting on some plan to improve the industry.

It has been suggested by a prominent lumberman of the Louisiana district that the Mobile men reorganize their shingle association in such a way that the decisions of the association shall be binding upon all; the Louisiana, Florida and Texas men to do the same. He also suggested that the separate associations adopt a price-list, naming a figure at which shingles will be laid down at all the principal selling points, irrespective of freight rate. The proposition has been fully discussed, and on the whole favorably regarded. The Pensacola charters reported in New York during the past week were the following: A Norwegian bark, 673 tons, to the Continent with sawn timber at 95s.; an Austrian bark, 497 tons, to the Mediterranean with sawn timber at 95s.; a British ship, 1297 tons, to Rio Janeiro with lumber at \$14.50.

Beaumont.

[From our own Correspondent.]

BEAUMONT, TEXAS, October 5.

Throughout the saw-mill section the week under review has shown but few changes in general conditions of the lumber market, and the demand, while not so pronounced, is nevertheless regular and values firm. The farmer at this period of the season is busy preparing his cotton crop for market, and consequently devotes but little time to general farm improvements. Manufacturers look forward to greater activity in the course of several weeks, when crops have been marketed and returns made. The Journal, in its review of the market, says: "Orders from dealers have been fewer the past week than heretofore, but the lull is not disturbing. Farmers are picking their cotton and preparing it for market, and hence have no time to devote to farm improvements. Within three or four weeks this activity in the field will have passed, and with the good money the farmers will receive for their cotton they will look after the necessary building and repairs." There has been some demand from points beyond the State, but the volume of business in this direction is yet light compared to what

it will be in the course of thirty days. The demand for timber bills is very steady, while the extreme pressure of a month or six weeks ago is over, and mills are now supplying the demand with more regularity. The shingle trade is in fair shape, but stocks are light, while there is a fair inquiry and demand at the late advance in prices. Stocks of lumber throughout the Beaumont district are somewhat reduced, and reports from about twenty-seven mills show a reduction of 12,000,000 on September 1 as compared with the same date in 1894. This ratio of decrease among all the mills of Texas and Louisiana would show a falling off of 35,000,000 feet. On Wednesday last the Consolidated Export Lumber Co. cleared the schooner Charles Fowler with 170,000 feet of lumber for Laguna, Mexico. The schooner Senator Sullivan arrived at port on the 21 inst., and will be loaded by the Reliance and Consolidated Export companies for Tampico, Mexico. This vessel will take out about 800,000 feet of lumber. The Long Manufacturing Co. started up its new mill on Thursday, but an accident to the log carriage necessitates a temporary shutdown. The mill will begin running regularly next week.

Orange.

[From our own Correspondent.]

ORANGE, TEXAS, October 5.

All indications point to an active trade in lumber during the fall at this point, and although the demand is not so sharp as a month ago, business may be considered as fairly active. The general market, with the present steady and regular inquiry and demand, is in a healthy condition, and manufacturers are generally encouraged by the present outlook. Yard stocks are not as well assortied as they were, being somewhat reduced by a sharp demand, and in certain sizes a scarcity is apparent. Daily shipments are made, however, and orders filled with more regularity than usual of late, while there is a fair car service at the moment. The demand for railroad material is still brisk, and from all appearances is likely to continue for some time to come. The Galveston News in its review of the lumber situation says: "There is reason to believe that matters have taken shape for a regular and satisfactory fall trade, and the manufacturer can keep up with, and in doing this give reasonably quick shipment to all bills and spare his customer much impatience, something quite impossible under a pressure similar to that under which the mills found themselves about the 1st of June and the last of August." The run of pine logs lately in the Narrows reached this point this week, but stocks are still not excessive. The Lutcher & Moore Lumber Co. is well supplied with timber, and with its extensive resources will always have a full supply. The Orange Lumber Co. has a good supply of logs in its booms, enough to keep it moving until the 1st of January, while the D. R. Wingate Lumber Co. and the A. Gilmer mills are not at the moment so well supplied. It is stated that the Bancroft Lumber Co. is short of timber, and will likely decide to stop to make some needed repairs. While the present low stage exists in the river it is impossible to get timber out until another rise comes. The shipments of lumber from Orange during the month of September amounted to 810 cars, against 567 for the corresponding month in 1894.

St. Louis.

[From our own Correspondent.]

ST. LOUIS, MO., October 7.

While the volume of business for the past week has not been materially improved, the general market is on the whole in fair shape, with prices firm and well maintained at the late advance in yellow pine. The out-of-town trade holds steady, with a fair demand. The marketing of crops is now in order, and at the moment

business cannot be expected to show the activity that will be developed later on, when the farmer is in funds and finds time to make improvements. City retailers report trade as quiet, with the actual volume of business about the average.

There is considerable building going on throughout the city, but builders are not rushing business, as the fall trade has not commenced. The sales of hardwoods for September did not come up to expectations, but since the opening of the present month business has improved. A number of inquiries are on the market, which, it is expected, will develop quite a volume of business during the current month. There is a good demand from local furniture factories, which are generally very busy, most of them working double time to keep up with their orders. The out-of-town trade is very brisk in wagon stock and cabinet woods, and orders have been quite numerous during the week. Ash has been in good demand from agricultural-implement manufacturers, but stocks are generally light. The most active stock on the hardwood market is oak, and for dry plain stock there is a good demand, with a very urgent request for quartered white oak. Prices are decidedly firm, with an upward tendency. Receipts of cottonwood are not heavy, and business is very steady, with a good regular demand, at present prices. Prices for poplar are very firm, and there has been a better movement lately, especially in the upper grades. The lumber statistics for September show the rail receipts to have been less than at any time since March last, and the shipments to be less than either July or August. The receipts were 5074 cars by rail and 2,274,000 feet from the lower rivers, as compared with 3842 cars and 2,419,000 feet during the corresponding month of last year. The shipments were 3068 cars, against 2433 cars last year.

Lumber Notes.

ONE of the mills and a dryhouse of the Blade Lumber Co. at Newbern, N. C., were burned on the 4th inst; loss \$10,000, with no insurance.

THE shipments of lumber from the port of Brunswick, Ga., for September were 7,758,000 feet domestic, crossties 29,815 domestic and shingles 650,000 foreign.

THE large two-story brick, sash and door factory of Rufus R. Thomas & Co., of Philadelphia, was destroyed by fire on the 4th inst., causing a loss of about \$100,000; covered by insurance.

THE Richmond Cedar Works at Fulton, Va., are erecting a large addition to their warehouse, giving about one-third more storage room. The works are running full force with plenty of orders.

THE Hillsboro Cypress Co., of Hillsboro, Fla., is now shipping by rail to Baltimore one order for 500,000 feet of cypress lumber. This, it is said, is but initiatory to an extensive business in future.

THE schooner Belle H. Hooper cleared from Wilmington, N. C., on the 2d inst., for Kingston, Jamaica, with 347,303 feet of lumber and 100,000 shingles valued at \$4066, shipped by James H. Chadbourn & Co.

IT is stated that a Pennsylvania company has purchased the saw mill at Cherry Point, on the Neuse river, Craven county, N. C., and that twenty citizens from Horner City have moved to Cherry Point to reside permanently.

THE Patterson Lumber Co., of which N. B. Patterson, lately of Detroit, Mich., is head, is preparing to go into the saw-mill business at Black Mountain, N. C., and will on or about the 1st of November start a saw mill with a capacity of 20,000 feet a day.

THE shipments of lumber from the port of Fernandina show a steady increase, and

for the month of September the domestic exports amounted to 6,868,000 feet of yellow pine, 20,400 shingles and 19,700 crossties. Foreign shipments amounted to 387,237 feet of lumber.

THE lumber shipments by rail from Orange, Texas, for the month of September were 810 cars, against 567 cars for the same month in 1894. Lutcher & Moore's mills at Orange have resumed full running time, but other mills are still running on two-thirds time only.

ABOUT twenty-seven mills in the district of Beaumont, Texas, report that stocks of lumber were 12,000,000 feet less on September 1 than at the same time in 1894. This ratio of decrease among all the mills of Texas and Louisiana would show a falling off of 35,000,000 feet.

HORACE LEE WASHINGTON, United States vice-consul-general to Cairo, in a report to the State Department, calls attention to the opening in Egypt for American furniture. He says the demand is good, and retail prices of lower grades are double or treble those now ruling in New York, while the duty is but 8 per cent.

A DEAL was closed at Beaumont, Texas, last week by which the Beaumont Furniture Co. became the property of Messrs. C. W. George and H. P. Oussett, of New Iberia, La. The papers have all been signed, and the work of overhauling the factory commenced. The machinery for the plant has been shipped, and in a few days will be placed in position.

THE large planing mill, sash and blind factory and lumber-storage warehouse of Thomas E. Stagg, of Richmond, Va., was entirely consumed by fire on Saturday last. A large amount of valuable machinery and the entire stock of timber and manufactured goods were also burned. The loss is estimated at between \$25,000 and \$30,000, with insurance amounting to \$10,000.

THE Dickson-Mason Lumber Co., of Asheville, N. C., has recently purchased twenty-eight acres near Black Mountain, and will begin at once the erection of a locust insulator-pin factory with a capacity of 12,000 to 15,000 pins per day. The company expects during next summer to establish a big planing mill at the same place. The total investment will be from \$15,000 to \$20,000.

IT is stated that Capt. John Dunn, of West Palm Beach, Fla., and Capt. B. W. Johnson, of Key West, will establish a large saw mill on Biscayne bay, near Miami. The machinery has been purchased and will be put in operation at once. Over 400,000 feet of timber is ready to commence operations upon, which will be cut into building material for the many settlers of the Biscayne region.

THE factory recently established at Gainesville, Fla., for the manufacture of ax handles, sledge handles and other articles in wood, is now doing a good business with Northern and Eastern buyers. It is stated that Mr. J. M. McArthur, the projector of the enterprise, contemplates adding a machine to his plant for the manufacture of wagon spokes. With an abundant supply of gum, hickory, ash and other woods in Florida, and cheap labor, these goods can be placed on the market at competitive prices.

Two of the three gunboats being constructed by the Newport News Shipbuilding & Dry-Dock Co. for the United States are nearly ready for launching.

THE Dallas (Texas) Merchants' Exchange has organized by electing the following board of officers: C. F. Carter, president; R. H. Stewart, vice-president; J. B. Wilson, treasurer, and Robert Gibson, secretary.

THE Baltimore Board of Trade at its annual meeting elected the following officers: President, Eugene Levering; vice-

presidents, Wm. H. Perot, Joseph H. Rie- man, David L. Bartlett, John E. Hurst; treasurer, William B. Willson; secretary, Henry C. Landis.

TRADE NOTES.

THE Manville Covering Co., Norristown, Pa., reports business picking up, and is very busy at present filling orders. The outlook in its section and for its business is very promising.

THE Pettee Machine Works, Newton Upper Falls, Mass., has received second large repeat order for revolving flat cards from the Merrick Thread Co., Holyoke, Mass. The Naumkeag Steam Cotton Co., Salem Mass., has placed a large order for revolving flat cards with the same establishment.

THE Brownell Co., of Dayton, Ohio, is building an addition to its plant, so as to be able to take care of the increasing demand for its boilers and engines. The company has closed a deal with the Lodge & Davis Machine Tool Co., of Cincinnati, Ohio, for the necessary machinery to equip the new addition.

THE business-like methods of the officers in charge of the World's Exposition at Santiago, Chili, in 1894, are evidenced by the receipt on the part of the Egan Company, of Cincinnati, manufacturers of woodworking machinery, of a diploma from the governors of the Santiago Exposition awarding it the highest honors for its display at the Santiago Exposition.

THE demand for the fine machine tools, drills, boring and turning mills made by the Bickford Drill & Tool Co., Cincinnati, Ohio, is keeping every department running on full time. Recent shipments were made to New York, Chicago, Madison, Wis.; Findlay, Ohio; Dayton, Ohio; Richmond, Ind.; Baltimore, Md.; Anaconda, Mont.; Lancaster, S. C.; Laurens, S. C.; Birmingham, Ala.; Duluth, Minn.; Springfield, Ohio; Salem, Ohio, and Transvaal, Africa.

A NEW foundry that will challenge general admiration for its fine construction and completeness of equipment is the one recently completed for the Frontier Iron Works, Detroit, Mich. The new building is of brick and iron, and takes the place of one destroyed by fire. It will be equipped with the latest designs of machinery, including three large cranes. Trade is steadily improving with this concern. Every department is running overtime, and orders are booked that will keep the works busy till January.

MR. A. L. SIMMONS, of Geneseo, N. Y., has received a notice from John Wedderburn & Co. that his invention was awarded their August prize of \$150. Mr. Simmons's invention is an ingeniously devised wind-mill which operates, it is said, upon an entirely new principle. One peculiarity of the mill is that the plane of the wheel is horizontal instead of perpendicular, as in other mills. The inventor of this device is a large dealer in marble and granite in Geneseo, and during his spare hours his inventive mind was busy upon numerous labor-saving contrivances, and this wind-mill was the result.

TRADE LITERATURE.

LONG and continued use of the slide valve in locomotive service, where the requirements are most severe, shows the economy and efficiency of this device. The steadily increasing application of the American balance slide valve indicates that the difficult mechanical problem in securing a reliable device of this character has met a successful solution. Its great area of balance, principle of self-maintenance, automatic adjustment and positive action are strong points that enhance its popularity. A catalogue descriptive of its construction is issued by the American Balance Slide Valve Co., San Francisco Cal. The economy and utility of this device in marine and stationary service, as well as for locomotive use, is strongly commended.

SEVERAL new sizes and styles of vises are shown in a catalogue just issued by the Prentiss Vise Co., 44 Barclay street, New York city. The self-adjusting jaw vises made by this concern are well known and recognized as complete tools. A fine example of the superior character of these tools is shown in the "Rapid Transit" parallel vises, which combine simplicity, strength and durability. There are only two pieces more in these vises than in the screw style. Positive action, great strength and firmness are the desirable elements pointed to in this new vise. By a single movement this vise may be opened or closed full length and the nut will engage the screw at any point. Among the new goods shown in the catalogue are a solid-jaw stationary-bottom vise, with anvil for jewelers' use; machinists' solid-jaw parallel vise with stationary base; same tool with swivel base; solid-jaw heavy chipping vise, made especially to supply the demand for a vise of this class for use in railroad and machine shops, foundries and large factories. This is said to be the largest and heaviest vise in the

market. An improved combination pipe vise and a new open side pipe vise are also shown. The catalogue is very complete, showing a wide range of this class of tools.

FOR a number of years the Frick high-speed automatic steam engine has been built in small numbers to supply orders from the manufacturers' regular trade, but no special effort was made before last year to bid for wider patronage. These engines have given such excellent satisfaction as to stir up interest in different quarters, and the Frick Co., Waynesboro, Pa., is now getting a liberal share of the installations of new engines. The company places its engine before the public as a competitor to the products of the engine builders of the country. Careful preparation for this competition was made by re-designing and providing a new line of special patterns. Additional facilities for the economical building of engines in large numbers were secured, including arrangements for thoroughly testing each engine before shipment. These high-speed engines are not put forward as a radical departure from established principles and approved practice, but are simply claimed by the manufacturer to be the equal of any in such vital points as design, fuel economy, giving as close regulation as is consistent with stability and really good governing demanded by exacting modern requirements. Upon inspection and trial it is confidently asserted that these engines will be found to possess all that the refinements of high-class construction, workmanship and judicious selection of material can reasonably effect. The regular pattern Frick Co.'s automatic engine is of the single valve, crankshaft, regulator type, simple-expansion cylinder and is made at present in ten sizes, ranging from five to 14-inch cylinders. A line of compound cylinder high-speed engines are being prepared for the market. Facts and figures relative to these engines are given in a new catalogue issued by the company.

THE rock drill is said to embody more invention in its volume and weight than any other machine of equal importance. A brief history of the rock drill furnishes a highly interesting chapter to the mechanical development of recent years. Engineering feats that would a decade ago appear impossible are made practicable by the wonderful perfection which this tool has reached. What is considered the most marvelous piece of tunneling (so far as rock excavation is concerned) that is recorded by history is the New York aqueduct tunnel. This remarkable work, extending about thirty miles, was "holed" in about two years through the employment of rock drills. Andre, referring to rock drills in his work on "Coal Mining," states concisely the requirements of a good rock drill as follows: "A machine rock drill should be simple in construction and strong in every part; it should consist of few parts, and especially of few moving parts; it should be as light in weight as can be made consistent with the first condition; it should occupy but little space; the striking part should be relatively of great weight, and should strike the rock directly; no other part than the piston should be exposed to violent shocks; the piston should be capable of working with a variable length of stroke; the sudden removal of the resistance should not be liable to cause any injury to any part; the rotary motion of the drill should take place automatically; the feed, if automatic should be regulated by the advance of the piston as the cutting advances." Henry C. Sergeant made the first departure from tappet-moving drills in 1873, at the time he constructed the Ingersoll Eclipse drill, which has from that date until now been steadily improved and perfected, and is now known as the Ingersoll drill. He has since designed a new valve motion and a new rotating device, embodying them in what is known as the Sergeant drill. The valve motion of the Sergeant drill is similar to that of the Ingersoll, except that an auxiliary valve is introduced between the main valve and the piston, by means of which the valve movement is made more positive. His rotating device is designed to release the piston from the rotating mechanism when the blow is struck. Ingersoll and Sergeant drills are said to be the only drills made which embody the independent valve motion and variable stroke, and the Ingersoll the only drill made with an automatic feed attachment. Over 18,000 Ingersoll and Sergeant drills of all patterns have been built and sold. They are found at work all over the world wherever rock, ore or stone is to be drilled and blasted, even to the remote regions of Africa. The largest proportion of building, ornamental and rubble stone is, it is claimed, produced from quarries in which Ingersoll Sergeant machines are employed, and they are recognized the world over as standard machines for this class of work. In American mines Ingersoll and Sergeant drills are, it is stated, producing about 75 per cent. of all the ore mined by machinery. Among the mines where Ingersoll and Sergeant drills are used are the Anaconda, in Montana—the largest copper mine in the world—the Comstock, Republic, Commonwealth, Granite Mountain, Cable, Silver King, Iron Silver, Cornwall ore banks, Sterling Iron Co. and others. A very interesting pamphlet on these drills is issued by the Ingersoll-Sergeant Drill Co., 26 Cortlandt street, New York city.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD
seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under the head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

Z. ZURLINDEN, Chagrin Falls, Ohio, may establish a saw mill and handle factory in the South.*

ALABAMA.

Aniston—Spring Works.—J. L. Murphy & Co. will manufacture bed springs next year.

Demopolis—Laundry.—J. L. Marx will equip a steam laundry.

Fort Payne—Stove Works.—Preparations are now under way for resuming operations at the Fort Payne Stove Works. B. A. Rogers is to be superintendent.

Headland—Turpentine Still.—McDonald Brothers will rebuild their burned turpentine still.

Piedmont—Oil Mill.—C. B. Clark, E. W. Ledbetter and N. A. Alexander are equipping a cottonseed oil mill.

Piedmont—Cotton Gin.—W. W. Cobia will erect a new cotton gin and grist mill; machinery all purchased.

Piedmont—Machine Shop.—W. W. Cobia may establish a machine shop.*

Piedmont—Oil Mill.—Eubanks, Clark & Co. will start a cottonseed-oil mill.

Selma—Cotton Mill.—The cotton mill recently noted has organized as the Selma Cotton Mills Co.; Ernest Lamar, president. Site has been selected. Product will be yarns.

Spring Hill—Brick Works.—J. Elvin, of Enterprise, Miss., will purchase fire-clay beds near Spring Hill and erect a plant for manufacturing 50,000 brick daily.

ARKANSAS.

Fort Smith—Ice Plant.—The Fort Smith Ice & Cold Storage Co., recently incorporated, has contracted for its plant; D. J. Young, president; Edw. Haglin, vice-president, and W. C. Thomas, secretary; capital stock \$40,000.

Fort Smith—Shoe Factory.—Barrett & Leigh, of St. Louis, shoe manufacturers, have made a proposition to erect a factory in Fort Smith to employ 100 hands.

Little Rock—Spoke Mill.—The Commercial League is negotiating with Robt. E. Brier, of St. Louis, for the erection of a spoke mill to employ thirty hands.

Little Rock—Steel Bridge.—Agitation continues for the proposed steel-pier bridge to cost over \$300,000. John M. Rose can be addressed.

Little Rock—Crushing Plant.—J. A. Hallister is reported as looking for a suitable site for a \$75,000 stone-crush ng plant. Letters care of the Commercial Club will probably reach Mr. Hallister.

Waldron—Coal Mine.—J. E. Fuller has opened a coal mine.

FLORIDA.

Gainesville—Spoke Mill.—J. A. Arthur may put in machinery for manufacturing spokes.

Jacksonville—Butter Company.—Chas. W. Kinne, Wm. Rawlinson and E. B. Van Deman have incorporated the Elgin Butter Co. with a capital stock of \$15,000.

Miami—Saw Mill.—John Dunn, of West Palm

Beach, and B. W. Johnson, of Key West, will build a saw mill near Miami.

Trenton—Phosphate Mines.—The Trenton Phosphate Co. has commenced operations at its mines.

Winter Garden—Grist Mill.—M. B. Reeves & Co. will build a grist mill.*

GEORGIA.

Columbus—Broom Factory.—Miss Fannie Peden will start a broom factory.*

Eiberton—Cotton Mill.—Work is now progressing on the new Pearl Cotton Mills.*

Harmony Grove—Cotton Mill.—The Harmony Grove Mills is building cloth and slasher room, and has purchased additional machinery to double present capacity.

Macon—Car Works.—Henry Horne is in communication with Northern parties who desire to locate a \$500,000 car works in Georgia.

Swainsboro—Lumber Plant.—Jesse Thompson & Co. are building a large saw and planing mill.

Washington—Publishing.—Geo. C. Jones will publish a newspaper.

KENTUCKY.

Ambrose—Zinc Mine.—A company is developing a zinc mine near Ambrose.

Frankfort—Ice Plant.—The Frankfort Ice Co. will double its 18-ton plant.

Greenup—Water Works.—The construction of water works is talked of. Address the mayor.

Louisville—Cigarette Factory.—A report says that the American Tobacco Co. will erect a cigarette factory in Louisville. It is said 200 operators will be employed.

Owensboro—Fertilizer Factory.—Parties are negotiating with the Rock Springs Distilling Co. for a site for 45-ton fertilizer factory (300 barrels daily).

Paducah—Water Works.—Samuel R. Bullock, of New York, has purchased the Paducah Water Co.'s plant.

Rodburn—Oil Well.—The Hinson-Rodburn Lumber Co., owner of 30,000 acres, will sink oil wells.

LOUISIANA.

Fenton—Rice Mill.—Mills Bros. will soon commence work on their rice mill.*

New Orleans—Mercantile.—John Wilson and others have incorporated Jno. Wilson & Co., Limited, with a capital stock of \$5000.

Shreveport—Stave Mill.—It is definitely decided that A. Ehrman will erect the saw mill lately noted; will employ eighty men.

MARYLAND.

Baltimore—Engraving Company.—The Alpha Photo-Engraving Co. has been incorporated by William P. Hall, Frank C. Foshender, Frank M. Clotworthy, Frank M. Hall and Frank M. Hall, Jr. The capital stock is \$20,000.

Frederick—Ice Plant.—The Hygienic Ice Co. proposes building an ice skating rink.

MISSISSIPPI.

Laurel—Lumber, etc.—Justus Jungle, Francis Lampre and D. W. McNaughton have incorporated the Kingston Land & Lumber Co. to manufacture lumber, deal in land, etc. The capital stock is \$100,000.

Meridian—Electric Plant.—W. R. Hall will erect electric power house for street railway.

West Point—Water Works.—An election will be held October 14 to decide as to \$20,000 of bonds for constructing water works. Address the mayor.

MISSOURI.

Edgerton—Water Works.—The construction of water works is talked of.

Jefferson—Clothing Factory.—The Star Clothing Manufacturing Co., capital \$25,000, has been incorporated by Jas. Houchin, Addison Elston, C. D. Amos and others.

Joplin—Zinc and Lead Mine.—Norsworthy, Broadhurst & Co. are extensively developing their new lead and zinc mines.

North St. Louis—Plumbing.—The North St. Louis Plumbing Co., capital \$10,000, has been incorporated by W. H. Shea, W. L. Flagg and William E. Shea.

St. Louis—Coal Mines.—Incorporated: The Willis Coal & Mining Co., capital \$30,000, by M. A. Speed, C. H. Krause and A. Ramel.

St. Louis—Packing.—The Dudley Metallic Packing Co., capital \$40,000, has been incorporated by S. T. Johnson, E. G. Tutt and F. W. Risque.

St. Louis—Cigar Company.—The H. W. Overstreet Cigar Co., capital \$6000, has been incorporated by H. W. Overstreet, C. M. F. Overstreet and J. H. Meyers.

St. Louis—Engraving Company.—The New Era Engraving & Publishing Co., capital stock \$2500,

has been incorporated by J. F. Able, J. F. Mitcham and E. W. Banister.

St. Louis—Grain Company.—The Excelsior Grain Co., capital stock \$7500, has been incorporated by John H. Evill, Henry E. Hart and James L. Carlisle.

St. Louis—Cracker Bakery.—The Pfenninger Independent has been erected and equipped with the latest improved machinery.

West Plains—Water Works.—A \$20,000 water-works company is said to be organizing.

NORTH CAROLINA.

Black Mountain—Saw Mill.—The Patterson Lumber Co., formed by N. B. Patterson, late of Detroit, will erect a mill of 20,000 feet daily capacity.

Black Mountain—Woodworking and Lumber Plant.

The Dickson-Mason Lumber Co., of Asheville, has purchased twenty eight acres on which to erect locust-pin factory and planing mill to cost about \$20,000.

Greensboro—Cotton Mill.—The Proximity Manufacturing Co. has commenced work on its mill, and the work is being pushed.

Greensboro—Tobacco Factory.—R. J. & A. G. Stafford, of Statesville, will remove their tobacco factory to Greensboro.

Newton—Cotton Mill.—The Newton Cotton Mill will put in 2500 new spindles; contract awarded.

North Carolina—Canals, etc.—The syndicate recently formed to improve and construct the Dismal Swamp Canal is headed by Alex. Brown, of Baltimore, Md. The cost is estimated at \$750,000, and the work will include locks 250 feet long by forty feet wide and of other dimensions, iron gates, excavation of 3,000,000 yards of earth, etc.

Parmele—Lumber Plant.—G. J. Cherry and Fredk. M. Samuels and Oscar S. Flash, of New York, have incorporated the North State Lumber Co. for manufacturing lumber, etc. The capital stock is \$25,000. Will erect band mill.*

Roanoke Rapids (P. O. Weldon)—Machine Shops.

The Self-Threading Sewing Machine Co., Chas. W. Weston, of New York, president, is removing its entire plant to Roanoke Rapids, and will start business with fifteen hands to manufacture machinery of all kinds. V. H. Treacy will be superintendent.

Shiloh—Oil Mill, etc.—The Farmers' Co-operative Manufacturing Co. has changed name to the Tar River Oil Co. and obtained privilege to manufacture cottonseed oil, soaps, etc.

Wilson—Mill and Gin.—F. W. Barnes will erect a cotton gin and grist mill.

SOUTH CAROLINA.

Aiken—Knitting Mill.—A knitting mill is being organized, and \$6000 have been subscribed.

Charleston—Fertilizer Factory.—Earle Sloan, R. M. Tupper and F. M. Young have incorporated the Cotton States Fertilizer Co. for the purpose of manufacturing fertilizers.

Charleston—Hosiery Mill.—The Bailey-Lebby Co. contemplates building a hosiery mill.

Columbia—Cotton Mill.—The Columbia Mills Co. will increase its equipment as rapidly as possible from 15,000 to 40,000 spindles.

Columbia—Contractors.—The Stewart Contracting Co., capital stock \$40,000, has been incorporated to contract for bridges, houses, street improvements, etc.; J. E. Burgess, president, and A. R. Stewart, general manager.

Greer's Depot—Cotton Mill.—The Victor Manufacturing Co. has commenced work on its mill; no machinery purchased yet.

Laurens—Cotton Mill.—The Laurens Cotton Mill, now organizing, has increased its capital stock from \$200,000 to \$250,000.

Newberry—Water Works.—The city contemplates sinking an artesian well for water supply. Address the mayor.

Rock Hill—Cotton Mill.—There is talk of another cotton mill to cost \$30,000.

Sumter—Oil Mill.—A cottonseed-oil mill will be built for the next season.

Sumter—Electrical Works.—The Mason Electrical Works has organized to manufacture telephones, switchboards and electrical apparatus.

Woodruff—Cotton Gins.—T. J. Walker will rebuild his burned cotton gins.*

Woodruff—Cotton Mill.—G. S. Coffin, of Enoree; Wm. E. Huger, Henry A. M. Smith and others, of Charleston, have incorporated the Tyger River Manufacturing Co. to erect a cotton mill at High Shoals. Capital stock is \$200,000.

TENNESSEE.

Bristol—Creamery.—The Bristol Butter and Cheese Factory, capital \$6000, recently organized, is now in successful operation.

Chattanooga—Bicycle Works.—Steffer & Sloan will manufacture bicycles.

Jackson—Laundry.—Anson & Co. are equipping a steam laundry.

TEXAS.

Alta Loma—Cannery.—For information of the proposed cannery address M. S. Waller.

Beaumont—Furniture Factory.—C. W. George and H. P. Ousett, of New Iberia, La., have purchased the Beaumont Furniture Factory and will operate it, putting in new machinery, etc.

Buna—Saw Mill.—The Con Creek Tram Co. will build a saw mill of 90,000 feet capacity.

Buna—Saw Mill.—George W. Smyth, of Beaumont, will erect a saw mill near Buna.

Corsicana—Water Works.—The Water Development Co. has engaged a St. Louis engineer to make plans for a water-works system.

Dallas.—The Home Live Stock Commission Co. has filed charter; capital stock \$5000; incorporators, T. P. Weathered, J. W. Fields and G. O. Rose.

Fort Worth—Jewelry Company.—The J. E. Mitchell Co.—purpose, a general jewelry business—capital stock \$100,000, has been incorporated by J. E. Mitchell, Wm. D. Williams and W. T. Camp.

Gainesville—Water Supply.—The city has sunk a well for water supply and contracted for pumps. Address the mayor.*

Hico—Water Works.—The city is now prepared to receive plans, specifications, etc., for the water works already decided upon. Address Daniel Pingree, mayor.*

Houston—Furniture Factory.—The E. K. Dillingham Furniture Co. has been chartered to deal generally in furniture, carpets and glassware; capital stock \$25,000; incorporators, E. K. Dillingham, A. J. Wheeler and B. R. Latham.

Pine Valley—Lumber Mill.—L. T. Sloan & Sons have erected another large planing mill.

Salem—Saw Mill.—The Cow Creek Tram Co. will build a double-circular and band saw mill to employ seventy-five hands; machinery purchased.

Waco—Lumber Mills, etc.—The Texas Co-operative Manufacturing Co., capital stock \$150,000, filed charter; purpose, to buy and sell lumber and timber and manufacture and sell wagons, buggies, vehicles and farm implements; incorporators, J. W. Riggins, Sam Sanger, Jas. B. Baker, S. W. Slayden and others.

VIRGINIA.

Alexandria—Ephones.—The Ephone Company has been chartered with a capital stock of \$100,000. Frederick B. McGuire, president, and H. R. Dunaway, secretary.

Big Stone Gap—Coke Ovens.—The Virginia Coal & Iron Co.'s new coke ovens will number 500, and not 100 as stated last week.

Big Stone Gap—Furnace.—The new Big Stone Gap Iron Co. has elected S. Zorn, president; Chas. T. Ballard, vice-president, and Oscar Fenley secretary-treasurer.

Fredericksburg—Electric-light Plant.—Walter C. Stearns will put an electric-light plant in his silk mill.*

Fredericksburg—Quarry.—Smith & York are developing new veins of granite.

Petersburg—Knitting Mill.—A. S. Reinach has purchased the Electric Knitting Mills, and will expend \$5000 on improvements.

Richmond.—The Brauer Cattle Co. has been incorporated to deal in cattle; F. C. Brauer, president; capital stock \$10,000.

Richmond—Tobacco Manufacturing, Etc.—The Limely Cigarette Machine Co. has been incorporated with a capital stock of \$50,000 to manufacture and sell tobacco, etc.; Chas. E. Wingo, president, and W. A. Loving, secretary.

WEST VIRGINIA.

Bluefield—Coal Mines.—The Kennedy Coal & Mining Co. has been chartered for the purpose of mining and selling coal and doing a general merchandise business; capital stock \$12,500, with the privilege of increasing to \$25,000. The incorporators are: J. P. Kroll, Panther, W. Va.; W. H. McGhee, J. W. Ballard and J. W. McGhee, of Bedford City, Va., and W. D. Kroll, of Virginia City, Va.

Charleston—Gas Wells.—The Philadelphia Gas Co., of Pittsburgh, Pa., has purchased oil and gas lands and wells and will develop same, construct pipe lines, etc.

Fairmont—Glass Works.—The Humphrey Glass Co. will build the works already noted. A. H. Lyons is architect for the buildings.*

Kanawha City—Nail Works.—The Columbia Barb Wire & Nail Co. has resumed operations and will probably add machinery.*

Parkersburg—Ice Plant.—The Parkersburg Ice Co. will erect a 15-ton plant.

Sistersville—Nail Works.—J. W. Boyers is organizing a company to establish wire nail works.

Wheeling—Oil Wells.—S. Nesbitt, Jr., Dennis Wil-

liams and others are organizing a company to sink oil wells on a 600 acre lease.

Wheeling—Manufacturing.—Hugo L. Loos will erect a factory building to accommodate 100 workmen.

Wheeling—Oil Well.—The Dye oil well No. 4 is reported as flowing 100 barrels per hour.

BURNED.

Andalusia, Ala.—The county courthouse

Buchanan, Va.—E. J. McCullough's cannery; loss \$4500

Cordelle, Ga.—G. H. Raines's cotton gin.

Dadeville, Ala.—J. F. Turner's cotton gin.

Douglasville, Ga.—Jas. M. Dorris's cotton gin.

Eclectic, Ala.—Fielder, Whetstone & Nichols' cotton gin and grist mill.

Epperson, Tenn.—B. J. Talley's cotton gin.

Fayetteville, N. C.—Brissen & Johnston's turpentine distillery.

Fort Payne, Ala.—J. K. Carr's lime works; loss \$7000.

Franklin, N. C.—G. W. Ford's saw mill.

Great Cacapon, W. Va.—P. T. Noland's saw mill; loss \$3000.

Jackson, N. C.—Jno. E. Moore's cotton gin.

Mt. Olive, N. C.—E. J. Martin & Son's cotton gin.

Mt. Olive, N. C.—Mrs. T. R. Lee's cotton gin.

New Berne, N. C.—The Blades Lumber Co.'s saw mill and dry-kilns; loss \$10,000.

Union Springs, Ala.—The Bullock County Manufacturing Co.'s cotton gin, etc.; loss \$25,000.

Woodville, Miss.—The Edw. McGehee College buildings; loss \$15,000.

BUILDING NOTES.

Baltimore, Md.—Warehouse.—The Crown Cork & Seal Co. will build a three story brick warehouse.

Charleston, S. C.—Postoffice, etc.—Proposals will be opened October 25 for construction of approaches to United States postoffice, etc., building. Address W. M. Aiken, supervising architect, Washington, D. C.

Chattahoochee, Fla.—Asylum.—Contract for asylum addition awarded to S. S. Lennard, of Pensacola, at \$19,500.

Columbus, Ga.—Courthouse.—Contract for erecting the new courthouse and city hall has been let to James Davault, of Columbus, Ohio.

Eastman, Ga.—Bank Building.—The new bank will erect a building; O. H. Peacock, president.

Galveston, Texas—Pavilion.—Over \$40,000 has been subscribed to build a floating pavilion. Leon Levi can be addressed.

Hodgenville, Ky.—College.—Contract for erecting Hodgenville College let to James Rooney, of New Haven, at \$5000.

Hopkinsville, Ky.—Business Building.—Ragsdale & Cooper have let contract for a business block to Jno. J. Dunavant, of Nashville, Tenn.

Hot Springs, Va.—Hotel.—Arrangements have been completed for building a hotel.

Hot Springs, Va.—Building.—J. P. Pettyjohn & Co., of Lynchburg, have contract to build a \$55,000 addition to "The Homestead." Another addition to cost \$20,000 will be contracted for.

Jennings, La.—Bank Building.—The Citizens' Bank will erect a building.

Lawrenceville, Va.—Dwelling.—Holt & Watkins, of Chase City, have prepared plans and will build for Chas. E. May an eight-room residence, frame, with metal roof, etc.

Louisville, Ky.—Dwelling.—Meyer & Voss have permit for a \$5000 dwelling.

Louisville, Ky.—Warehouse.—T. Conrad will remodel the Ainslie & Cochran foundry at a cost of \$15,000.

Mexia, Texas—City Hall.—Bids are wanted until October 14 for the erection of a city hall according to plans and specifications; J. W. Blake, J. O. Harper, committee.

Montgomery, Ala.—Hotel.—It is reported that R. H. Plant (office, New York) will build a \$1,000,000 hotel.

Morgantown, W. Va.—Business Building.—Geo. C. Sturgiss will probably erect a three-story stone business block.

Nashville, Tenn.—Prison.—Bids for erecting the new penitentiary will be opened October 24. Plans can be seen at office of S. M. Patton, architect, Chattanooga, Tenn., and at commissioners' office in Nashville; R. J. Morgan et al., board of commissioners.

New Orleans, La.—Home.—Permit issued to the estate of Thomy Lafon for the erection of a \$5000 home.

Oxanna, Ala.—School.—School buildings to cost \$30,000 will be erected. Rev. Geo. A. Marr can be addressed, care of the South Anniston Land Co., Anniston, Ala.

Rome, Ga.—Cottages.—The O'Neill Manufacturing Co. has contract to build 150 cottages.

Sistersville, W. Va.—School.—The city will hold

an election November 5 upon a proposed issuance of \$23,500 in bonds for a school building. Address the mayor.

Tallahassee, Fla.—Market-house.—Gilmore & Davis have prepared plans for the \$6800 market-house that is to be erected, to have iron and wire work, iron doors, etc.; contracts all let.

Temple, Texas—Station.—Wanted, plans and specifications of a fire station not to cost over \$7000; architects submitting plans and specifications required to put up certified check of \$350 as a guarantee; plans and specifications received until October 12; C. K. White, city secretary.

Washington, D. C.—Dwellings.—E. A. Athison has permit to build four three-story dwellings to cost \$20,000.

Washington, D. C.—Hall.—J. M. Wood is preparing plans for a proposed big convention hall.

Washington, D. C.—Dwelling.—The National Capital Brewing Co. has contract to erect store and dwelling to cost \$6500.

Washington, D. C.—School.—Contract for school building awarded to C. R. Monroe at \$18,428.

Washington, D. C.—Buildings.—Building permits to C. R. Luce for \$5000 dwelling, and to D. B. Gottwals for a \$9000 dwelling.

Washington, D. C.—Dwellings.—F. J. Ettinger & Bro. have permit for \$6000 dwelling, S. B. Priest for \$5000 dwelling, and W. F. Nash for \$12,000 dwelling.

West Point, Miss.—Seminary.—The Mary Holmes Seminary buildings are to cost \$85,000, and D. E. Sheridan, of Pittsburgh, Pa., will prepare the plans.

Wheeling, W. Va.—Station.—It is proposed to erect a fire station. Address the mayor.

RAILROAD CONSTRUCTION.

Steam Railways.

Aberdeen, N. C.—It is stated that the Moore County Railroad Co. has decided to extend its line eleven miles further. W. B. Elkhorn, of Aberdeen, is chief engineer.

Alexandria, La.—The citizens have voted in favor of taxing all assessable property two and a half mills for ten years to furnish a bonus to the Kansas City, Pittsburg & Gulf Company to extend its road from Shreveport to Alexandria.

Americus, Ga.—It is announced that the Georgia & Alabama Company will spend \$100,000 in grading, relaying track and in making other repairs at once. Cecil Gabbett is general manager.

Aransas Pass, Texas.—It is announced that the Aransas Pass Terminal Co. is ready to receive bids for its proposed terminal railway. Vice-President Sawyer may be addressed.

Arcadia, Texas.—The Clear Lake, Arcadia & Gulf Company has been organized to promote a railroad line between the points named. W. Tickleine is president, and R. L. Sims, treasurer.

Beaumont, Texas.—The Gulf & Interstate road is completed to a point thirty miles from Beaumont. E. De Normandie is president.

Blountsville, Ala.—Business men in Blountsville and Bangor may form a company to build a road twelve miles long between the towns.

Cumberland, Md.—The Baltimore & Ohio Company has decided to lay seven miles of sidings at South Cumberland. W. T. Manning, at Baltimore, is chief engineer.

Dallas, Texas.—President Fordyce, of the St. Louis Southwestern system, recommends the extension of the road fourteen miles to Dallas; also a 13-mile extension from Hillsboro to Whittney, Texas. Mr. Fordyce's office is at St. Louis.

Excelsior Springs, Mo.—It is reported that the Chicago, Milwaukee & St. Paul Company is surveying a branch line from Excelsior Springs to Leavenworth.

Key West, Fla.—It is reported that the Key West Improvement Association has agreed to give the right of way and \$500,000 worth of land, also the \$500,000 bond issue voted by Monroe county, to H. M. Flagler if he will extend the Florida East Coast line to Key West. George L. Babcock is conducting the negotiations.

La Fayette, Ala.—E. G. McGehee has been elected president; Charles Schussler, vice-president, and J. M. Griffin, secretary, of the Opelika & La Fayette dummy line. Tracklaying has begun.

La Follette, Tenn.—It is stated that President H. M. La Follette, of the La Follette Coal & Iron Co., has made a provisional contract with Mallory, Cushion & Co., of Chicago, to build the proposed road from Knoxville to Jellico, Tenn., by way of Big Creek Gap. The distance is fifty-two miles.

Maysville, Ky.—It is reported that the Hickson-Rodburn Lumber Co. has formed a syndicate including S. S. Bullis, of Olean, N. Y., and Joseph Rodburn, of Erie, Pa., to build the proposed line into Morgan, Lewis and other counties. It will be a feeder of the Chesapeake & Ohio. [S. S. Bullis is also contractor for the Gulf & Ship Island road at Gulfport, Miss.—ED.]

Melrose, Fla.—It is reported that the Florida Western road will be extended from Melrose to Dead Man's bay, on the gulf.

Moorhead, Miss.—The Moorhead Improvement

Co. advises the MANUFACTURERS' RECORD that the line which C. H. Pond and others are promoting is called the Yazoo Delta. It will be twenty miles long, standard gage, and will be used for timber transportation.

New Orleans, La.—A report is current that the Illinois Central may expend between \$3,000,000 and \$4,000,000 in placing electric motors on its system. Stuyvesant Fish, at Chicago, is president.

Pine Bluff, Ark.—It is reported that S. W. Fordyce, receiver of the Pine Bluff & Eastern road, will change it to standard gage. H. E. Martin is manager.

Shreveport, La.—The Texarkana, Shreveport & Natchez Company is negotiating with the view of extending its road to Shreveport from Texarkana. General Manager Nelson is in charge of the matter.

Sturgis, Ky.—The Cumberland Coal Co. is building a line four miles long from its mines to the Ohio river. President Reese may be addressed.

Wheeling, W. Va.—The Chamber of Commerce has taken up the project to build a road from Wheeling to Connellsburg, Pa., and a committee, including Hon. N. B. Scott and F. H. Lange, has been appointed to organize a company.

Electric Railways.

Benwood, W. Va.—The Benwood & Moundsville electric line has been completed and opened for operation.

Falls Church, Va.—The Falls Church & Potomac Electric Railway Co. has elected O. E. Hine, of Vienna, president; Hon. Joseph E. Willard, of Fairfax C. H., vice-president; Maj. R. S. Lacey, of Ballston, Alexandria county, secretary, and Dr. N. F. Graham, of Falls Church, treasurer. An effort is to be made to secure an entrance into Washington over the tracks of the Washington, Alexandria & Mt. Vernon Electric Railway. If this is done the construction of the road will be begun at an early day.

Hagerstown, Md.—The Hagerstown & Potomac Railway Co. has received a franchise from the city council to construct its proposed electric line. R. E. Sponsler, of Harrisburg, Pa., and J. Clarence Lane, of Hagerstown, are members of the company.

Hagerstown, Md.—S. E. Boyer and C. W. Kindred, of Philadelphia; R. J. Hahn and J. W. Stonebraker, of Hagerstown, have asked permission to build an electric line in the city. [This is a different project from that of the Hagerstown & Potomac Company.—ED.]

Jacksonville, Fla.—Director Crosby Thompson, of the Jacksonville & Tampa Bay Improved Railway Co., informs the MANUFACTURERS' RECORD that the company will construct the road from Jacksonville to St. Augustine within six months from January 1 if it can obtain certain franchises from the St. Augustine city council. Mr. Thompson is treasurer of the Cuyahoga Railway Co., Cleveland, Ohio.

Laurel, Md.—The city authorities have granted the Columbia & Maryland Electric Railway Co. a right of way through the city.

Meridian, Miss.—W. R. Hall, of Chattanooga, Tenn., has made a proposition to the city council to build five miles of electric railway in the city.

New Orleans, La.—The New Orleans & Carrollton Railroad Co. has secured a franchise to build a line to Shrewsbury, in the suburbs. Joseph Lenes is president.

Pine Bluff, Ark.—G. W. Latta, of St. Louis, is considering a project to build an electric road at Pine Bluff.

Summerville, S. C.—Julian Fishburne is one of the promoters of the electric line between Charleston and Summerville.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Baling Press.—The American Broom & Brush Co., Station D, Baltimore, Md., wants a second-hand baling press.

Bed-spring Material, etc.—J. L. Murphy & Co., Anniston, Ala., will write for prices of material, etc., for manufacturing bed springs.

Beltng, Elevators, etc.—Mills Bros., Fenton, La., will buy belting, pulleys, separator, elevators, etc., for rice mill.

Boiler and Engine.—Z. Zurlinden, Chagrin Falls, Ohio, wants a second-hand steam boiler, tubular,

of locomotive style, fifty to sixty-five horse-power; also second-hand engine, fifty to eighty horse-power.

Boiler and Hoisting Engine.—L. W. Cherry & Co., Brunswick, Ga., want net prices on 10 horse return-tubular boiler, half-arch front, 40 foot stack and all fittings f. o. b.; also eight horse double-cylinder hoisting engine complete f. o. b.

Boiler, Grist Mill, etc.—The Terry Manufacturing Co., Terry, Miss., is in the market for an automatic knife grinder, boiler, steam pump, pair of bevel-gear cog-wheels, large grist mill, dry kiln for drying veneering, and piping, with fittings.

Bridges and Trestle Work.—S. S. Burris, president of the Glen Hazel & Shawmut Railroad, Olean, N. Y., is ready for bids on 21,000 linear feet of trestle work to be built and two wooden bridges of 110 and 125-foot spans.

Broom Machinery.—Miss Fannie Pddy, 1540 First avenue, Columbus, Ga., wants broom machinery.

Converting Machinery.—T. S. Kyle, Gadsden, Ala., will need machinery for converting sulphur ore with 98 per cent. sulphur, ore running from 33 to 80 per cent.

Cotton Gins.—T. J. Walker, Woodruff, S. C., wants to buy two gins, 70 or 80 saw, and press, shafting, belting, pulleys, etc.

Cotton-mill Machinery.—The Pearl Cotton Mills, Elberton, Ga., will want spring frames, slubbers, speeders, shafting, pulleys, belts, etc.

Crushers.—James J. Faulkner, 93 Poplar street, Memphis, Tenn., wants to correspond with parties engaged in crushing Turkish emery.

Dry-kiln.—See "boiler, etc."

Dynamo.—C. Eppler & Sons, Baltimore, Md., want a second hand dynamo, thirty to forty lights.

Electric light Plant.—Walter C. Stearns, Fredericksburg, Va., will need electric light plant of 500 sixteen candle-power incandescent lights.

Engine.—A. G. Quinn, Crowley, La., wants an engine.

Glass Works.—The Humphrey Glass Co., Fairmont, W. Va., will buy machinery for glass works.

Grist Mill.—See "boiler, etc."

Grist-mill Equipment.—M. B. Reaves & Co., Winter Garden, Fla., wants a corn sheller and crusher.

Heating Plant.—Estimates, etc., for heaters desired by Wm. Bailey, Louisa, N. C., for a three story building containing about twenty-seven rooms.

Hoisting Engine.—See above.

Hoisting Engine.—W. C. Albertson, Moselle, Miss., wants a good second-hand hoisting or pile-driver engine, double cylinder preferred.

Ice-plant Supplies.—The Parkersburg Ice Co., Parkersburg, W. Va., will buy pumps, roofing, water-supply pipe and various ice plant supplies.

Lumber Machinery.—The Union Coal Co., Limited, New Orleans, La., Wallace Wood, secretary, wants to purchase a cord-wood splitter for splitting stove wood sixteen inches long—oak, ash and yellow pine.

Machine-shop Outfit.—W. W. Cobia, Piedmont, Ala., may want iron lathes and planers.

Machine Tools.—A. G. Quinn, Crowley, La., wants a lathe, planer and drill.

Nail Machines.—The Columbia Wire & Nail Co., Kanawha City, W. Va., can use ten more nail machines.

Naphtha Launch.—Wanted, a 20 and 40-foot naph

[Oct. 11, 1895.]

TRADE NOTES.

An office has been established at Louisville, Ky., by the Keashey & Mattison Co., of Cincinnati, Ohio. The new office is located in the American National Bank Building, and is in charge of Wm. G. Ennen. This company's steam-pipe and boiler-covering products are creating trade in all sections.

The Jamieson Fire Resisting Paint Co., 62 William street, New York states that Mr. Jamieson is no longer connected with the company, but that its paints continue to be prepared under the same scientific supervision as heretofore by the company's chemist and expert.

OVERHEAD tramways are finding wide application, and their utility is being recognized whenever modern methods are appreciated. Recent sales of such equipment, made by Speidel & Roeper, Reading, Pa., include the Vulcanite Fibre Co. and Delaware Hard Fibre Co., of Wilmington, Del.; Vankton General Electric Co., Vankton, S. D.; Westinghouse, Church, Kerr & Co., Pittsburgh, Pa., and D. R. Boone, Oglesby, Texas. The Speidel safety hoists are also receiving general recognition. Recent purchasers were Harlan & Hollingsworth, Wilmington, Del.; Ferracut Machine Co., Bridgeton, N. J.; Roach's ship yard, Chester, Pa.; Munger Cotton Machine Manufacturing Co., Dallas, Texas, and the Memphis Woodenware Manufacturing Co., Memphis, Tenn. Sales of traveling cranes built by Speidel & Roeper include four to Electric Traction Co., Philadelphia; one to Cuyler & Mohler, Baltimore; two to Almy Water Tube Co., Providence, R. I.; one to Auld, Congor & Co., Bangor, Pa., and one now building for Chester Electric Light Co., Chester, Pa.

ONE of the most important as well as influential builders of structural steel work is the Maryland Steel Co. The wonderfully complete establishment of this concern at Sparrow's Point, Md., is the admiration of the expert steel workers of the world. Modern methods, latest-improved equipment and an aggressive business policy is making these works widely known. Orders are being received from all quarters. A list of some of the work turned out shows considerable activity. The company recently completed a large iron tannery for D. H. Rapp at Lancaster, Pa.; the iron framework for fire station for Parvin & Co. at Philadelphia, Pa., and also large steel trusses for the same parties. It now has in hand a large iron roof for car barn for the Central Railway Co., of Baltimore, Md., and foundry of modern construction for the Watts-Campbell Co. at Newark, N. J., arranged for a 20 ton traveling crane; a steel roof for the Gymnasium Building at Baltimore, Md.; several bridges for Bunn & Odyke at Philadelphia, Pa.; two bridges for the Baltimore, Catonsville & Ellicott City Railway; two roofs for the Chester Electric Light & Power Co., at Chester, Pa.; steel framework for the new shops of the Southern Railway Co. at Atlanta, Ga., and for ferry-houses to be built at New York city for the Hoboken Ferry Co.; plate girder work for the Baptist Publication Society Building at Philadelphia, Pa.; a foundry for the Portland Co. at Portland, Me.; steel work for the Union Fire Co. at Winchester, Va., and steel roofs for the sewage pumping station for the city of Providence, R. I., together with other work of minor importance, and estimates for a considerable amount of work on hand.

"Exposition Flyer" to Atlanta via Pennsylvania Railroad.

The Pennsylvania Railroad Co. will, on and after Sunday, October 6, place in service the "Exposition Flyer" between New York and Atlanta via Washington and the Southern Railway. The train will be composed of through Pullman sleeping car between New York and Atlanta, passenger coaches between New York and Washington, and Pullman sleeping cars and vestibule coaches between Washington and Atlanta. The through sleeping car will be run on trains Nos. 51 and 50 between New York and Washington.

NIAGARA FALLS.**Additional Tour via Pennsylvania Railroad.**

An additional tour to Niagara Falls is announced by the Pennsylvania Railroad Co., to leave on Tuesday, October 15.

The rate for round-trip tickets, good for ten days, is \$10 from Baltimore; proportionate rates from other points.

A special train of Pullman parlor cars and day coaches will be run, leaving Baltimore (Union Station) at 9:20 A. M., and a tourist agent and chaperon will accompany the party.

The tickets will permit of stop-off at Watkins, Rochester and Buffalo in each direction.

For further information and parlor-car accommodations apply to company's ticket agents.

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Excursion Rates to Atlanta.

On account of the Atlanta Exposition, the Baltimore & Ohio Railroad Co. will sell excursion tickets at greatly reduced rates. Season tickets will be sold every day until December 15, good returning until January 7, 1896. Twenty-day tickets will be sold every day until December 15, good returning for twenty days from date of sale. Ten-day tickets will be sold Tuesday and Thursday each week until December 24, good returning for ten days from date of sale. The rate from Baltimore will be \$25.50 for season, \$21.25 for twenty-day and \$16 for ten-day tickets.

Correspondingly low rates from other points on the line.

Low-Rate Excursion to Washington via Pennsylvania Railroad.

On Saturday and Sunday, October 12 and 13, the Pennsylvania Railroad Co. will sell at all its Baltimore ticket offices excursion tickets to Washington and return at low rate of \$1.25, valid in each direction on all regular trains, and for return passage until Monday, October 14, inclusive.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., October 7, 1895—Sealed proposals will be received at this office until 2 o'clock P. M. on the 25th day of October, 1895, and opened immediately thereafter, for all the labor and materials required for the approaches to the U. S. Postoffice, Courthouse, etc., Charleston, S. C., in accordance with the drawing and specification, copies of which may be had at this office or at the office of the Superintendent at Charleston, S. C. Each bid must be accompanied by a certified check for one hundred and fifty dollars (\$150). The right is reserved to reject any and all bids and to waive any defect or informality in any bid if it be deemed in the interest of the Government to do so. All proposals received after the time stated will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked. "Proposal for Approaches to the U. S. Postoffice, Courthouse, etc., at Charleson, S. C.", and addressed to WM. MARTIN AIKEN, Supervisor of the Architect.

Van Winkle Gin & Machinery Co.**PLANT FOR SALE.****At Auction on Premises,****Saturday, October 26, 1895, at 11 A. M.**

By virtue of an order from the Superior Court of Fulton county, Georgia, in the case of American Trust & Banking Company et al. vs. Van Winkle Gin & Machinery Company, the undersigned, as receiver, will on Saturday, October 26, 1895, on the premises, at 11 o'clock A. M., sell to the highest bidder on terms of one-third (1/3) cash, one third (1/3) in one year, and one third (1/3) in two years at 8 per cent. per annum, the following described property, to wit:

All that property known as the plant of the Van Winkle Gin & Machinery Company. All buildings of brick, best quality, erected in 1880; the buildings are 470 feet long by 60 feet wide, and one, two and three stories high, nineteen acres land, engine and boiler, all machinery, tools and appliances, foundry fully equipped, all patterns for cottonseed-oil machinery, cotton gins, cotton presses, etc. All machinery on hand and in course of construction. All raw materials of every description; store-room supplies of all kinds. This sale is to cover and include everything on the premises as above stated; also office fixtures, vault and safe.

This is the best-equipped foundry and machine shop in the South, location the best, railroad facilities unequalled, on the belt line and connected by about 600 feet of private track with the Western & Atlantic Railroad, the Seaboard Air Line railroad, and the entire Southern Railway system.

A deed will be made, and notes for the balance of the purchase money will be taken, and they must be secured by a mortgage on the property—the privilege of paying all cash will be given.

By the terms of the order the sale must be reported within ten days to the court for confirmation or rejection.

For fuller description and further information, address the receiver.

J. W. ENGLISH, Receiver.**Port Royal & Western Carolina Railway.****MASTER'S SALE**

Pursuant to a final decree of the Circuit Court of the United States for the District of South Carolina, filed August 1, 1895, and of a supplemental decree filed 7th October, 1895, in certain causes in equity pending in said court, wherein Charles H. Phinizy and Alfred Baker, trustees, are complainants, and the Augusta & Knoxville Railroad Co. and others are defendants, and wherein the Central Trust Co. is complainant and the Port Royal & Western Carolina Railway Co. is defendant, the undersigned special master, appointed in said decree, will, at 12 o'clock noon, by railroad time, on the 26th day of November, 1895, sell for cash, at public auction, to the highest bidder at the Port Royal & Western Carolina passenger station on its premises in the city of Greenwood, in the State of South Carolina, the property and franchises of the Augusta & Knoxville Railroad Co. and of the Port Royal & Western Carolina Railway Co., the same to be received and the bidder to be credited therefor on account of the purchase price to an amount equal to the distributive amount of the proceeds of sale, payable as in said decree provided on said bonds and coupons of the Augusta & Knoxville Railroad Co. and of the Port Royal & Western Carolina Railway Co.

Should any either of the sales of the property hereinbefore described there be no bid equal to the minimum upset price of the same the Special Master will report the same to the court, and should, at the last sale of the entire property as one system, any bidder bid not less than the amount of the minimum upset price to be received for the same then said entire property shall be knocked down to such bidder, or the highest bidder thereafter, and the bids, if any made, for pieces of property before sold separately, shall not be considered; but if at such sale of the entire property as one system no bidder shall bid the amount of the minimum upset price hereinbefore mentioned, then the bids before made for the separate parts of the property, if such bids be equal to the minimum upset prices hereinbefore authorized to be received, will be duly reported to the court as the sales of the property for its confirmation.

The purchaser or purchasers at said sale shall, as part of the consideration and purchase price of the property purchased, take the property upon the expressed condition that he or they or their successors or assigns will pay, satisfy and discharge any unpaid compensation allowed to John B. Cleveland as receiver, the taxes for the fiscal years 1890 and 1891, now in litigation, if the same be found to be a charge on said Port Royal & Western Carolina Railway Co., and all contracts made and obligations incurred by the said John B. Cleveland as receiver under order of this court or with its approval, or which may be contracted or incurred by him under said authority prior to the delivery of the possession of the property sold to the purchaser or purchasers and which shall not have been paid by the receiver prior to such delivery of possession out of the income of the said property, such obligation so assumed when duly established, to remain and constitute a first lien on the property so sold, in the hands of the purchaser or purchasers until fully paid and discharged, but the purchaser or purchasers of the Augusta & Knoxville Railroad portion of the system shall only assume and be liable for the same to the extent the mileage of said portion bears to the entire system.

For all further particulars of the terms and conditions of sale and of the property hereby advertised for sale, reference is made to said final Decree now on file in the United States Circuit Court for the District of South Carolina, at Charleston, S. C.

THEODORE G. BARKER.**October 8, 1895.****Special Master.**

\$100,000

7 Per Cent. Semi-Annual Dividend Stock

THE ATLANTA LOAN & INVESTMENT CO., of Atlanta, Ga., a building and loan on banking lines, offer to the public a limited amount of its Permanent Capital Stock, Guaranteed Interest 7 Per Cent., and participating, in addition to the interest, in the net surplus of the company every two years. Refer to the Atlanta Trust & Banking Co., Merchants' Bank and American Trust & Banking Co., of Atlanta. Eastern correspondence desired. For full particulars address

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BALTIMORE.

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Acts as Financial Agent for States, Cities, Towns, Railroads and other Corporations. Transacts a general trust business. Lends money on approved security. Allows interest on special deposits. Acts as Trustee under Mortgages, Assignments and Deeds of Trust; as Agent for the Transfer or Registration of Stocks and Bonds, and for the payment of coupons, interest and dividends.

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Faithfulness Guaranteed.

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Home Office, BALTIMORE.

Paid in Capital..... \$750,000.00
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BECOMES SURETY ON BONDS of officers and employees of Banks, Railroad, Express and Telegraph Companies, Officials of States, Cities and Counties.

Bonds furnished for Executives, Administrators and all undertakings in Judicial Proceedings.

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PROPOSALS.

THE town of Union Springs, Ala., desires to grant the franchise to responsible parties to erect and operate Electric Light System of most modern and improved style. Correspondence is solicited.

D. F. SESSIONS.

P. L. COWAN, Clerk. Mayor.

THE BOARD OF PRISON COMMISSIONERS OF TENNESSEE invite bids, separately, for the component parts and also as a whole, for the erection of the new State Penitentiary. Bids to be opened at 12 M., October 24th, 1895. Plans and specifications can be seen at the office of the commissioners at Nashville and also at office of S. M. Patton architect Chattanooga, Tenn. Further information furnished by W. M. NIXON, Secretary, at Nashville or Chattanooga, Tenn.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., September 27, 1895.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 18th day of October, 1895, and opened immediately thereafter, for all the labor and materials required for the steel and iron work of the 4th, 5th, 6th, 7th, 8th, 9th and 10th floors, and the roof, also the steel columns above 3d floor and the framing of iron stairs, &c., of the U. S. Appraiser's Warehouse in New York, N. Y., in accordance with the drawings and specification, copies of which may be obtained at this office or at the office of the superintendent at New York, N. Y. Each bid must be accompanied by a certified check for \$1000. The right is reserved to reject any or all bids and to waive any defect or informality in any bid, should it be deemed in the interest of the Government to do so. All bids received after the time stated will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked, "Proposal for Steel and Iron Construction, etc., of the U. S. Appraiser's Warehouse in New York, N. Y." and addressed to WM. MARTIN AIKEN, Supervising Architect.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., October 1, 1895.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 2nd day of October, 1895, and opened immediately thereafter, for all the labor and materials required to furnish and fix in place complete the low pressure, steam heating apparatus, including boilers, steam pumps, pump governor, etc., for the U. S. Temporary Postoffice at Chicago, Ill., in accordance with the drawings and specification, copies of which may be had at this office or at the office of the Superintendent at the U. S. Temporary Postoffice at Chicago, Ill. Each bid must be accompanied by a certified check for three hundred dollars (\$300). The right is reserved to reject any or all bids or to waive any defect or informality in any bid should it be deemed in the interest of the Government to do so. All proposals received after the time stated will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked, "Proposal for the Low Pressure Steam Heating Apparatus, &c., for the U. S. Temporary Postoffice at Chicago, Ill." and addressed to WM. MARTIN AIKEN, Supervising Architect.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., October 4, 1895.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 24th day of October, 1895, and opened immediately thereafter, for all the labor and materials required for the stone and brick work of the basement and area walls, area floors, horizontal drains in basement, etc., of the U. S. Postoffice at Buffalo, N. Y., in accordance with the drawings and specification, copies of which may be had at this office or at the office of the Superintendent on the building site. Each bid must be accompanied by a certified check for five hundred dollars (\$500). The right is reserved to reject any or all bids or to waive any defect or informality in any bid should it be deemed in the interest of the Government to do so. All proposals received after the time stated will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked, "Proposal for Stone and Brickwork of the Basement and Area Walls, Area Floors, Horizontal Drains in Basement, etc., of the U. S. Postoffice at Buffalo, N. Y." and addressed to WM. MARTIN AIKEN, Supervising Architect.

Notice to Contractors.

SEALED PROPOSALS will be received at the office of the City Clerk, Mobile, Ala., for the laying of about twenty-two miles of Sanitary Sewers in the City of Mobile.

Conditions upon which bids are to be made, and all information relative to same, can be obtained upon application to the City Clerk.

Bids must be addressed to either of the undersigned. They will be opened in the office of the City Clerk at noon Wednesday, November 20th, 1895.

The right to reject any and all bids is reserved. Time for opening bids extended to December 2d.

By order of the Select Committee on Sewerage.
L. deV. CHAUDRON,
Clerk of the City of Mobile.
W. J. PATTERSON,
Chairman of Select Committee

ESTABLISHED 1844.

S. Munn, Son & Co.

NEW YORK CITY.

BIDS WANTED.—The City Council of Eu- faula, Ala., desires bids on the following: Survey of Water Supply for the city; Survey, Plans and Specifications for Water Works; Survey, Plans and Specifications for Sanitary Sewers; Plans and Specifications for Electric Light Plant; Supervising the Construction of said works. Bids may be made on any part or all of said works. The Council reserves the right to reject any and all bids. Bids will be opened on November 5th, 1895. Address P. B. MCKENZIE, Mayor, Eu- faula, Ala.

Topographical Survey.

A well trained corps of Civil Engineers, including Topographers, Computers, Draughtsmen, etc., who have been engaged upon the Topographical Survey of Baltimore City, can, after November 1st, 1895, be engaged for any work of surveys, location or other branches of engineering work requiring skill and exactness. Corporations or individuals needing such assistance are requested to communicate with JOSIAH PIERCE, JR., Prin. Asst. Engr., Topographical Survey, City of Baltimore, 922 Equitable Building, Baltimore, Maryland.

To Sell or Lease.

HIGH GRADE LAND PHOSPHATE PROPERTY in Florida. Fully equipped with improved machinery, Building, Engines, wash plant, steam dredge tools and all necessary buildings, etc., in perfect order and ready for immediate operation. Unsurpassed railroad and market facilities. Quality of deposit fully established in the trade. Will lease on royalty or sell. Evidence of responsibility must accompany any overtures to negotiate. Address

PHOSPHATE,
Care Manufacturers' Record.

CATALOGUES

and circulars should not be sent out indiscriminately, to secure the best results. We make a specialty of classifying all trades and furnishing the information in list form at reasonable rates or address Envelopes or Wrappers from our lists.

Send for circular and price-list.

MERCANTILE TRADE LIST CO.
601 Times Building, PITTSBURG, PA.

R. OERLEIN,
330 Carondelet Street,
NEW ORLEANS, LA.

Mill Agent and Broker,
in COTTONSEED PRODUCTS.
Choice and prime Cake and Meal for export;
off grades meal. Cottonseed-Hull ashes for fertilizers. Correspondence solicited.

LOOK HERE!
STOCK FOR SALE
in a big dividend paying company.
Must come quick.
C. M., care Manufacturers' Record.

The BROUGHTON
DRY MIXER,
FOR
Hard Plaster, Cement, Paint, &c.
W. D. DUNNING,
96 W. Water St., SYRACUSE, N.Y.

THE BOOMER & BOSCHERT
KNUCKLE JOINT
PRESS
FOR BALING
Cloth, Paper, Yarn, &c.
Or for any other purpose requiring great pressure.
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Solicit Orders for Future Delivery.
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SECTIONAL PIPE
COVERINGS.

NON-CONDUCTING COVERINGS FOR STEAM AND HOT WATER PIPES, BOILERS ETC.
READILY ATTACHED OR REMOVED BY ANYONE.
ASBESTOS BOILER COVERINGS
WE ARE PREPARED TO TAKE CONTRACTS FOR APPLYING STEAM PIPE AND BOILER COVERINGS IN ANY PART OF THE UNITED STATES.
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87 MAIDEN LANE, N.Y. JERSEY CITY, CHICAGO, PHILADELPHIA, BOSTON, LONDON

SPECIAL Advertisements OF GENERAL Interest.

OPPORTUNITIES FOR INVESTORS.

\$30,000 WANTED

For TEN years

At 5 per cent. per annum.
Approved Security. First
Mortgage on real estate in
the City of Tampa, Fla.

For details write to

SOLON B. TURMAN,
TAMPA, FLA.

Kaolin AND Corundum

FOR SALE.

Fine and large bed of KAOLIN and the most extensive deposit of CORUNDUM ever found. For particulars write

F. R. HEWITT, Hewitt, Swain County, N. C.

For Sale.

10,000 White Oak Trees.
2,235 Acres of Tie Timber, and
2,000 Acres of Fine Coal and
Timber Land.

O. D. HILL, Kendalia, W. Va.

FOR SALE.

Stock Yellow Pine Lumber,

Teams, good will, Planing Mill, Scroll and Turning Machinery attached, and on good yard location in rapidly improving Southern city. Immediate and surrounding population about 100,000. Healthy climate. Address YELLOW PINE, care Manufacturers' Record.

FOR SALE CHEAP.

The ENTIRE PLANT and OUTFIT of the GEORGIA-FLORIDA FURNITURE CO., Americus, Ga.

Buildings and machinery new and in first-class condition. Conveniently located on G. & A. R. R. and close to an unlimited supply of hardwood, which can be bought cheap. Reasons for sale, change of business. Address the GEORGIA-FLORIDA FURNITURE CO., Americus Ga.

FOR SALE.

In the city of
CHARLESTON, S. C.

An ideal city for a winter home, full of historic interest, and a climate mild and soft in winter, but not hot enough to be enervating.

A Beautiful

Old Colonial Residence
And a Handsome
Large Modern Residence.

The City of Charleston water supply is obtained from artesian wells, and it has recently been proven to be a valuable dyspeptic cure when used as drinking water, and a rheumatic cure when bathed in hot. Both of these residences are supplied with this water.

Also Timber and Farming Lands
and Rice Plantations in South Carolina.

For further particulars address

Exchange Banking & Trust Co.
Charleston, S. C.

VALUABLE Virginia Iron and Manganese PROPERTY FOR SALE.

The undersigned, as trustee, offers for sale on the most reasonable terms, about 25,000 acres of iron ore, manganese, and timber lands on the line of the Shenandoah Valley branch of the Norfolk & Western Railroad in Rockingham County, Va. These lands are in the famous iron ore belt at the Western base of the Blue Ridge, and its ore beds have been opened and are in good shape for inspection. The same is true of its manganese and manganiferous ores. For further particulars and for price address

JED. HOTOCHKISS,
STAUNTON, VA.

FOR SALE OR LEASE.—Marble Mill and Forty Acres of Finest Tennessee Marble. One quarry, twenty acres of Pink Marble. Mill located at Loudon, Tenn. Buildings nearly new and in good repair. All machinery in first-class condition. Mill has been running up to December 1st, 1894. Has river and railroad facilities. Will sell mill separate from quarries if so desired.

Address

H. H. SUTTON, AURORA, IND.

Receiver's Sale.

The plant of the Edinburg Foundry and Machine Company will be sold at Public Auction in Edinburg, Indiana, Monday, December 9, 1895.

The property consists of four town lots and buildings covering same. The machine shop is well equipped with machinery for manufacturing self-set rip saws, band saws and other machinery, and the foundry has daily capacity of eight tons. All in running order and now running. A full stock of fittings and plumber's supplies, as well as wood working machines of the company's manufacture. Here is an opportunity to buy an established plant worth \$40,000 for less than one-quarter that amount. A competent man with small means could interest local capital and swing a large business.

Full particulars by addressing

WILLIAM THRELKELD, Receiver,
Edinburg, Indiana.

Saw Mill

FOR SALE

TO CLOSE AN ESTATE.

Almost new, Engine, Boiler, Band Mill, two Gangs, Lathe and Picket Mill, Trucks, etc.

Also 6000 feet T Rails

Sold at a bargain on very easy terms.

Address

WOOLVERTON & TINSMAN,
WILLIAMSPORT, PA

TRUSTEE'S SALE AT AUCTION

OF A VALUABLE STOVE PLANT.

The Nashville Trust Company as trustee will sell under foreclosure at public auction to the highest bidder, on the premises, WEDNESDAY, OCTOBER 30th, 1895, at 10 o'clock A. M., the entire property of the South Pittsburgh Stove Works, located at South Pittsburgh, Marion county, Tennessee, comprising all the Real Estate, Buildings, Engines, Boilers, Machinery, Tools, Patterns, Flasks and Equipments, and all Rights, Privileges and Franchises which said South Pittsburgh Stove Works holds, possesses or is entitled to; the whole constituting a valuable and thoroughly equipped stove plant with a necessary shipping facilities.

Situated in the very heart of the coal and iron region of Tennessee, the sale of these works offers a rare and unusual opportunity to persons desiring to engage in manufacturing to secure an established plant with a full and complete outfit for business at their own prices. An inspection of this valuable property is cordially invited, and further information in regard to same will be furnished on application.

Terms of sale: One-fourth cash, and the remainder, in one, two and three years, with interest from date, lien retained to secure deferred payments.

NASHVILLE TRUST COMPANY, Trustees,
Nashville, Tenn.
CHAMPION, HEAD & BROWN, Attorneys.

FOR SALE OR LEASE.

The Camperdown Mills Property

Comprising thirty-six acres of land in the centre of Greenville, lying on both sides of Reedy river, and embracing three shoals on said river. The following buildings are on the premises, to wit: Mill No. 1, 160x40 ft., three stories high, and mill No. 2, 220x70 ft., two stories high, both being brick and having a combined capacity of 11,000 spindles, or 700 spindles and 300 looms; one of the handsomest offices in the city, 40x24 ft., one story and brick; a substantial wooden warehouse, with a capacity of 2500 bales of cotton; a pair of splendid water wheels at each mill, and five boilers at the two mills, in fair condition; an 8500 gallon tank for automatic sprinklers; twenty-three tenements in good repair; a two-story wooden building at shoal No. 3, where a corn and patent roller flour mill is now operated; also a rock corn, and a brick wheat mill opposite mill No. 2. Railroad tracks run into the grounds and to the mill doors. For years these mill buildings Nos. 1 and 2 have been leased and successfully operated as cotton mills; but all the cotton mill machinery has recently been removed and it is now proposed to sell or lease these mill buildings and the power, or else organize a company and equip the plants with the latest and most improved cotton mill machinery. These mill buildings are very fine structures.

Mayor JAS. T. WILLIAMS, Greenville, S. C., represents the owner of this property.

Or address SILAS McBEE, 105 E. 17th street,
New York City.

COURT SALE

OF VALUABLE

Iron Mining Property

AND

CITY LOTS.

By virtue of the decree and pursuant to the orders of the Superior Court of Gaston county, at the September term, 1895, of said court the undersigned receivers and commissioners appointed by said court will, on the

FIRST MONDAY IN JANUARY, 1896.

(it being the 6th day of January, 1896,) at 10 o'clock A. M., at the office of the Bessemer Mining Co. in Bessemer City, N. C., sell at public auction to the highest bidder, on the terms hereinafter named, the entire property, real and personal and mixed, and assets of every kind and description, belonging to the Bessemer Mining Co., corporation, consisting of about (1700) seventeen hundred acres of land in and near the town of Bessemer City, N. C., lying on both sides of the Charlotte & Atlanta division of the Southern Railway, and constituting the valuable mining plant of said Bessemer Mining Co., machinery, tools and appliances, office furniture and fixtures, ores on hand, &c., to be sold in a body and as a whole.

A full, complete and more particular description of said lands and mineral and timber rights, easements and privileges may be found on reference to the several deeds to said Bessemer Mining Co. for the same, which are in the possession of the undersigned, and are duly registered in the office of the register of deeds for the county of Gaston, in the State of North Carolina, obtained by said Bessemer Mining Co. from the following named corporations and individuals, to wit:

From the Bessemer City Mining & Manufacturing Co.; the Consolidated Manufacturing Co.; the Fidelity Bank, of Durham, N. C., trustee; J. A. Smith and wife; J. A. Pinchback; R. D. Ormond and wife; Benjamin M. Ormond and wife; Jacob Ormond and others.

At the same time and place the undersigned will offer for sale as aforesaid, a very large number of city lots belonging to said Bessemer Mining Co., located in said town of Bessemer City, N. C., and suitable for building lots for residence and business purposes, laid down upon W. R. Richardson's survey and map of Bessemer City, N. C., which will be designated and pointed out to purchasers on the day of sale.

Also the "Fire Clay Tract" of land in Cleveland county referred to and conveyed to said Bessemer Mining Co. by said Bessemer City Mining & Mfg. Co. by the deed registered in book No. 20 (deeds), page 523, in the office of the register of deeds for Gaston county and also described in the deed to said J. A. Smith from R. N. Patterson and others, dated March 24th, 1891, registered in the office of the register of deeds for Cleveland county in book B B of deeds, page 223.

TERMS OF SALE: One-third of the purchase money to be paid in cash and the balance of the purchase money to be paid within twelve months from and after the day of sale, with interest from the day of sale on the deferred payments.

Possession to be given the purchasers on receipt by the undersigned of the one-third cash payment on the purchase money, and the purchaser to be thereafter responsible for and liable to pay all taxes assessed against the property purchased by him, and title deeds withheld as security for deferred payments.

It will be optional with purchasers to anticipate and pay the deferred payment of the balance of the purchase money at any time after the date of sale and within the twelve months aforesaid, and thereby stop the accruing of interest on the deferred payment.

Any further information desired concerning said property and the sale thereof may be obtained on application to the undersigned, or to their agent, Charles L. Lawton, of Bessemer City, N. C.

J. S. CARR,

of Durham, N. C.

E. T. CARRINGTON,

of Bay City, Mich.

Receivers and Commissioners.

September 20th, 1895.

Sash, Door and Blind Factory FOR SALE.

Only one in the city, population 12,000. Four railroads. State University, Normal School, factories, etc. Plant in centre of city; side tracks; three acres; fine spring on lot; machinery new; pays 25 per cent. Reason for selling, bad health.

LYNDON MFG. CO.

ATHENS, GA.

FOR SALE.

In a large growing Southern city of 75,000 inhabitants, a fine

STEAM LAUNDRY,

Making a Profit of \$10,000 a Year.

Good reasons for selling. Do not answer unless you have money to buy and mean business. It is a chance of a lifetime for a man who wants an old-established and good-paying business. For full particulars address **D 7½**, Manufacturers' Record.

FOR SALE

The BUILDINGS, MACHINERY,
PATTERNS TOOLS, Stock on
hand, Good Will, etc., of the
NORWICH LOCK MFG. CO.,
of Roanoke, Va.

This plant cost, three years ago, nearly \$30,000. The stock on hand, at a recent careful valuation, aggregated \$50,000. The plant is now receiving \$6000 in satisfactory orders monthly by mail and without solicitation. Has an established trade in West and South. Low and satisfactory terms to purchasers. Address

MALCOLM W. BRYAN, Trustee,

ROANOKE, VA.

FOR SALE CHEAP.

One Clayton Compound
Belted Type
Cylinder 6 in., diameter 2½ in., dia. x 7 in. stroke
driven by 6 in. belt.

Address "Q," care Manufacturers' Record.

A BARCAIN

100 H.P. Harris-Corliss Engine,
Two 60 H.P. Steel Boilers,

Heater, Worthington Pump and all fittings and connections. Has been used only fifteen months and is as good as new. Will sell for 50 per cent. of its cost.

SOUTHEASTERN PLASTER CO.

SAVANNAH, GA.

FOR SALE.

1 40 horse-power Engine (Atlas.)
1 60 " " Boiler (Ames.)

1 Shingle Machine,
Lot Pulley, Shafting, etc.

With very little cost this machinery can be put in perfect order. This property must be sold. Correspond with either of the parties below.

THE B. W. BALLARD CO.

Franklin, N. C.

FOR SALE CHEAP.

One Worthington Compound Duplex Condensing Pumping Engine; capacity 1,500,000 gallons.

About one mile and a-half of 20-inch Steel Pipe, expansion joints, etc.

About two and a-half miles of 12-inch wrought iron Flanged Pipe, with expansion joints, etc.

One 100 horse-power Steel Boiler.

H. A. JUDD,

NEW LONDON, N. C.

BARGAINS in New and Second-Hand MACHINERY.

Will be sold cheap before removal several Corliss Engines of the best make and in first-class condition, from 250 to 350 h.p. I can furnish with these engines a heavy fly wheel or hand wheels. Also, to close up an estate, the following new Automatic Engines will be sold cheap, strictly high-grade, one 20x30 in., one 12x20 in., and one 10x18 in. Also in stock a double 21x60 in. Corliss Engine; 16x36 in., 13x36 in. Corliss Engines; 16x32 in. and 10x16 in. Buckeye Engines; 12x12 in. Ball, 12x11x15 in. and 9x12x12 in. Beck, 9x12 in. Trenton, 9x9 in. New York Safety Automatic Engines. Large stock of Slide Valve Engines, Boilers, Pumps, Feed Water Heaters, Centrifugal Pumps, Hoisting and Marine Engines, Lathes, Planers, Shapers, Drill Presses, Milling Machines and Steam Hammers, and Woodworking Machinery, 500 and 600 Light Dynamos, 1 to 60 h.p. Motors.

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Warehouses—159 Canal and 980 Beach Sts.